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# Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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## QUEEN TO GIVE HER COLOUR TO

### You're posted to the Palace



### WREN is the new girl

SHE'S going on tour with the Queen, but first she has to meet our wonderful London policemen. P.O. Wren Rosalee Auger (pronounced O-zy-ay) arrives at Buckingham Palace from Montreal, where she is to be a member of the staff of another Canadian, Mr. Esmond Butler, in the Press Office. She will help in the Press arrangements for the Queen's forthcoming tour of Canada and she will travel with the Royal party.

Aged 25, she is five feet tall, slim and earns £100 a month in the Royal Canadian Navy. An expert shorthand-typist and secretary, she landed in this country two days before the New Year, having arrived from Canada by air.

First intimation of the appointment was given to her when she was called before the West Coast Commander in Victoria, British Columbia.

His words to her were: "You have been posted to Buckingham Palace."

"It all seemed a little fantastic," she said in an interview afterwards. "I thought the Commander was pulling my leg when he told me about the job."

### OFFICES NAMED AFTER C.P.O.

THE Commander-in-Chief, Portsmouth (Admiral Sir Guy Grantham) is to unveil the new name plate of the Portsmouth Local Office of the Royal Naval Benevolent Trust at 106 Victoria Road North, Southsea, at 2.45 on Thursday, February 19.

The office building has been renamed "James Lane House" as a memorial to the late C.P.O. Writer James Edward Lane, O.B.E., J.P., who

devoted the majority of his adult life in striving for the betterment of Naval men and their dependants in particular and his fellow men in general.

The late "Jimmy" Lane—so well known to many in Portsmouth—was a Portsmouth City Councillor, and it is hoped that a number of Aldermen and Councillors who served on the City Council with him will be present at the unveiling.

## THE SUBS.

### Signal honour for the Command

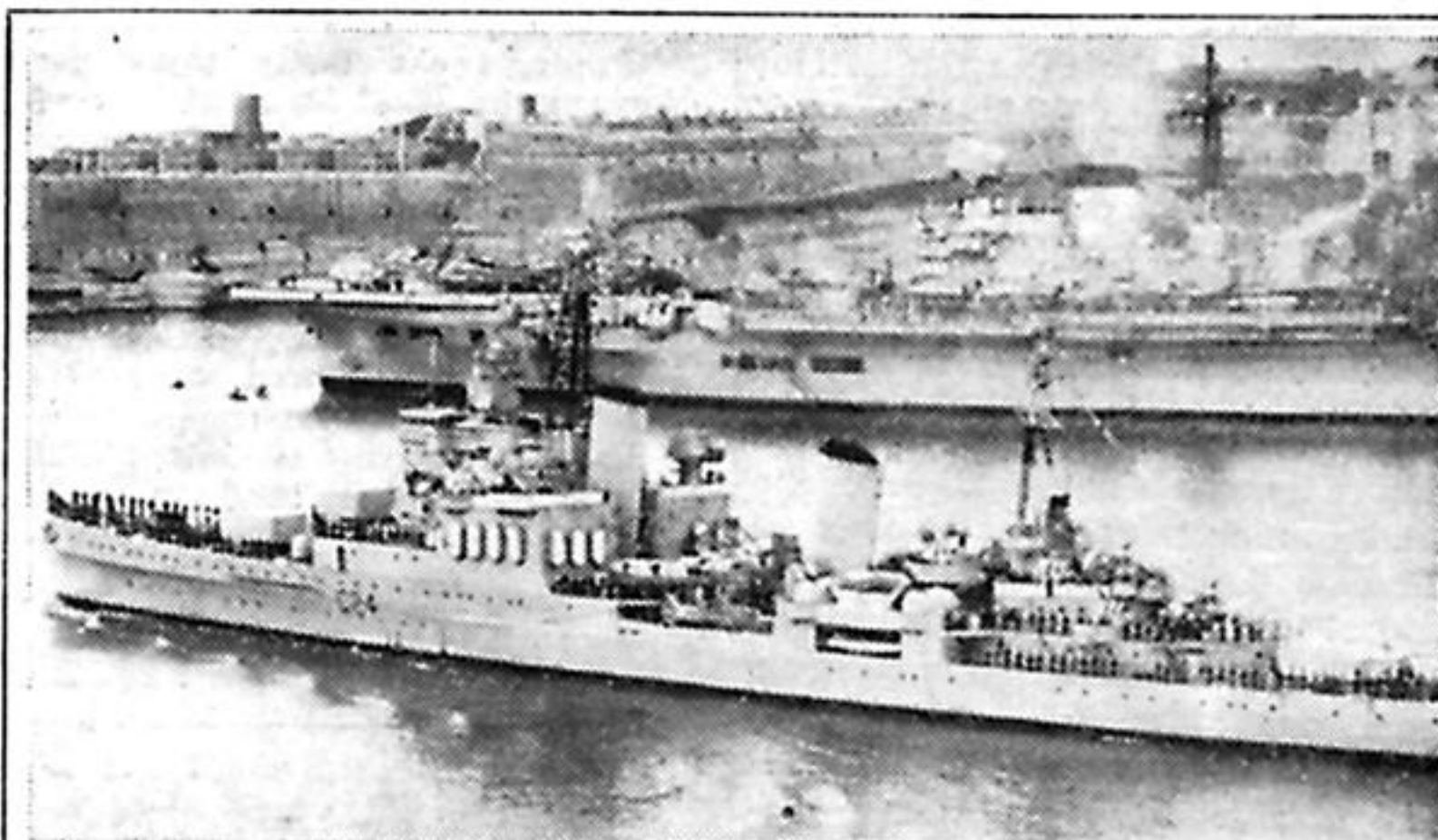
MONDAY, June 8, is the day fixed for the presentation by the Queen of her colour to Submarine Command—a fitting gesture to the significance the Command is playing as one of the foremost fighting sections of the Service.

The ceremony will take place in H.M.S. Dolphin and the colour will be held there for the use of the Command. It will be paraded on shore only on ceremonial occasions and on such important parades as the Admiralty directs.

The Queen's colour is a silk White Ensign and the Crown and the Royal Cipher in the centre with red, white and blue silk cord and gold tassels. It is carried on an ash staff, surmounted by a gilt badge consisting of the Admiralty anchor on a three-faced shield with the Crown above.

The award of a Colour to the Submarine Command comes 54 years after the first submersible entered the Service and at a time when the submarine is leading the Royal Navy into the nuclear age. It is a fitting tribute that the Command should hold its own Queen's Colour and a distinct honour to all submariners.

Formerly, King's Colours were carried only by military forces, but in 1925, King George V approved the use of King's Colours by the Royal and Commonwealth Navies.



H.M.S. Sheffield, seen leaving Malta with paying-off pennant flying, arrived at Portsmouth on January 13 and was boarded by H.R.H. the Duchess of Kent, who launched the ship 23 years ago. Sheffield is now going into reserve

## TWICE-WRECKED MAN GOT BACK ON CRAFT

TWENTY-ONE-YEAR-OLD Royal Marine Robert James Dickens, Four Ashes, near Wolverhampton, has been awarded the Queen's Commendation for outstanding zeal and devotion to duty when his landing craft was stranded on a dangerous surf-ridden beach off Christmas Island.

When the L.C.M. was wrecked on a reef at Malden, in the Pacific Ocean, the crew transferred to an amphibious D.U.K.W., and shortly afterwards were thrown into the water and washed over the reef by the heavy surf. Several members of the crew, including Marine Dickens, were injured.

A report by his commanding officer stated: "Immediately afterwards Marine Dickens, stoker of the wrecked L.C.M., displayed great courage and initiative when salvage attempts were being made. Although the most severely injured of all the survivors, he was one of the first to board the L.C.M., which was being persistently pounded by the surf."

"This very young Royal Marine

showed outstanding zeal and devotion to duty in returning without hesitation to his wrecked craft shortly after he had been wrecked twice in quick succession."



MARINE DICKINS

## Arbroath's mountain rescue team in search for climbers

### VOLUNTEER'S GRUELLING WORK

THE news that members of H.M.S. Condor's Mountain Rescue Unit had taken part this week in the search in the Grampians for lost hikers focused local attention on this little-known organisation attached to the Royal Naval Air Station, Arbroath.

Lieut.-Cdr. K. E. A. Shattock, who led the team of 30 Condor volunteers in the search, is a native of Tiverton, Somerset, and an experienced mountaineer. The Mountain Rescue Unit is formed of volunteers from Condor's mountaineering club. It has some very experienced climbers—C.P.O. W. McGibbon, C.P.O. E. Rowland and P.O. App. Borchard are all "veteran" climbers—and in the Grampians, on such a search, this counts.

#### WELL EQUIPPED

The Mountain Rescue Unit is well equipped. Each man took with him on the search a rucksack containing a sleeping bag, stove, toilet gear, spare clothing, paraffin, matches and cooking dishes. A sick-bed attendant also went with first-aid equipment.

The Condor M.R.U. was requested by the R.A.F. Command at Pitreavie to help in the search in which mountain rescue units from the R.A.F. at Leuchars and Kinloss were already taking part. At six o'clock in the morn-

ing 30 members of the Condor M.R.U. set out in their own transport for the Search Headquarters at Glen Doll Youth Hostel.

#### GRUELLING WORK

As soon as it was light enough for the search to begin, the Condor men divided up into eight teams of three and started their gruelling work, taking part in what is known as a "line search" over the area allotted to them. The search continued whilst daylight lasted. The party returned to the Glen Doll Hostel as darkness began to close in.

The following message was received from Headquarters, 18 Group, R.A.F.: "Much appreciate the valuable assistance of team from H.M.S. Condor in search for missing climbers."

C.P.O. Writer A. E. Cudon, the lower deck representative for the Portsmouth Command at the London Headquarters of N.A.A.F.I., has informed NAVY NEWS that his address is 9A Whitwell Road, Southsea.

## TIRELESS OUT OF SPRING CRUISE

THE submarine Tireless, which left Portsmouth on January 19 for her Spring Cruise and was on her way to Las Palmas, developed engine trouble about 25 miles off Ushant on January 21. Although submerged at the time, the submarine was able to surface normally.

#### STOOD BY

H.M. S/M. Talent was in company with Tireless and with the French tug Elephant and H.M.S. Birmingham (flag ship of the Flag Officer Flotillas, Home Fleet) (Rear Admiral R. H. Wright) stood by the damaged submarine. A heavy gale was blowing at the time.

H.M.S. Tireless returned to Portsmouth at three knots despite the gale and the damaged engines.

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## Navy News

EDITOR

Lieut (S) H. R. Berridge, R.N. (Retd.),  
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## EDITORIAL

DURING the course of an interesting and lively debate in the House of Lords on January 27, the First Lord, the Earl of Selkirk, said to Viscount Alexander of Hillsborough, "I think you want me to have a lot of rotten bottoms sailing about the seas." No one wants the British Navy to go to sea in ships which are not sea-worthy in every respect, but the motion put forward by Admiral of the Fleet the Earl of Cork and Orrery (Admiral "Ginger" Boyle to so many) that "in the opinion of this House, the depleted strength of the Royal Navy creates a dangerous situation," although defeated when put to the vote, will be echoed throughout the Service.

The First Lord declared his confidence that the Navy would be able to meet contingencies. "The number of ships on stations may seem thin," he said, "but they can be backed up quickly." The backing up is to come from our allies and although, in theory, this provides the answer, practical considerations might well provide an answer different to what we desire.

It is felt by many people that until there is a change of heart in our potential enemies, it is wrong to rely on allies whose hearts may be with us, but whose actions in time of trouble may be dictated by those practical considerations and their support may be lukewarm or even lacking.

The British Navy must be strong; it must have ships—good, sound ships—to safeguard our supply lines. To quote a well-known advertisement, "This is not politics—it is common sense."

The Navy does not want "rotten bottoms," but how about the number of ships sold, not only to allies, during the past few years? In the event of war they would have been invaluable.

*For the earth shall be filled with the knowledge of the glory of the Lord, as the waters cover the sea.*

# PREMIER FLEET AIR ARM AWARD GOES TO HELICOPTER SQUADRON

## Bulwark's 'chopper men' get Boyd Trophy

THE headquarters of Flag Officer Air (Home) Vice-Admiral Sir Walter T. Couchman, K.C.B., C.V.O., O.B.E., has announced the award of the Boyd Trophy for 1958 to 845 Squadron for the part played by their helicopters in the successful salvage of the Liberian tanker Melika by the aircraft carrier H.M.S. Bulwark in which the Squadron was embarked at the time, and for their embarked operations in circumstances of outstanding difficulty.

The Boyd Trophy, the premier award of the Fleet Air Arm awarded annually for the finest feat of aviation of the year in the Royal Navy, commemorates the work for naval aviation of Vice-Admiral Sir Denis Boyd. It incorporates a silver model of a Fairey Swordfish aircraft and was presented to the Royal Navy by the Fairey Aviation Company.

Amongst the many tasks performed by the Squadron's helicopters during the Melika operation were flights to take medical officers to other tankers who had picked up injured survivors, some of whom were flown back to Bulwark for treatment. Nine of the most seriously injured were then taken to R.A.F. Masira. The three helicopters carrying out this task all had to make night landings.

After considerable difficulty had been experienced in passing and maintaining the tow and it had parted due to the violent yawing of the Melika,

a fresh tow was secured by using a helicopter to pass the first line.

### CONSIDERABLE FEAT

During operations in the Aden Protectorate the Squadron's helicopters operated over mountainous terrain to heights of 8,000 feet in a temperature of over 100 degrees Fahrenheit—a very considerable feat.

During these operations the Squadron was under the command of Lieutenant Commander C. M. A. Wheatley, R.A.N.

The Squadron is at present at R.N. Air Station Culdrose, and will shortly embark in H.M.S. Centaur.

## New Flag Officer Aircraft Carriers

REAR Admiral C. L. G. Evans, R.C.B.E., D.S.O., D.S.C., has been appointed Flag Officer, Aircraft Carriers in succession to Vice Admiral A. N. V. Bingley, C.B., O.B.E.

Admiral Evans, a former Commodore of the Royal Naval Barracks, Portsmouth, was promoted to Flag rank on January 7, 1956, and shortly afterwards was appointed Flag Officer Flying Training and subsequently Deputy Chief of Naval Personnel (Officers).

Awarded the D.S.C. in 1940 and the D.S.O. in 1941, Admiral Evans has been mentioned in despatches three times.

## FINANCES VERY GOOD DESPITE THE RISING COSTS

IN summing up the past year, Twickenham Branch of the Royal Naval Association can say that all in all it has been most successful. There has been plenty of activity, there have been a number of new members and, despite rising costs, the financial situation is still very good.

The branch "scribe" would like to thank all shipmates who answered his letters regarding the Star and Garter Home for their generosity, and eagerness to help those in the Home. Twickenham was able to send a donation of £23 8s. to the Home's general fund. The branch asks whether it would be possible that all branches of the Association should make a yearly donation, at Christmas time, to the general fund of the Star and Garter Home. Ten shillings from each branch would enable so much to be done for the Home. Twickenham has intimated that it would willingly propose this and

looks forward optimistically to getting other branches' approval.

The New Year commenced with a wonderful children's party—fun, games, food, drink and excitement for all. Father Christmas provided a present for each child. The party was made possible through the work and organization of the lady members, to whom considerable thanks are due. The evening session was devoted to the older members, who thoroughly enjoyed themselves with everything from old-time medleys to rock 'n' roll and cha-cha.

Although the attendance at the an-

nual general meeting on January 16 was not quite up to expectations, there was quite a good turn-out. For the fifth time, the chairman and secretary were re-elected, and the treasurer was re-elected for the third year of office. The National Council delegate, the welfare officers and the standard bearer still carry on their good work. The branch extends its thanks to Shipmate White for his past services as social secretary, and welcomes Shipmate McCormack in his place. Shipmates Spacey and Randall were elected to the main committee, and the branch scribe, Shipmate Clifton, was asked to continue his work.

The Twickenham Branch would welcome details of socials, dedications or church services of other branches. It is a little too early to give details of Twickenham's functions.

The annual dinner and dance is being held at the end of February.

### Letter to the Editor

## 'HOME FROM HOME' AT LOWESTOFT

SIR,—I was pleased to read in your November issue of the activities of the Lowestoft branch of the R.N.O.C.A. As I have been able to enjoy their hospitality at the Lord Kitchener Holiday Home, may I be allowed through your columns to thank the members. For the past year or two I have always gone along to their Headquarters at the Crown Hotel on Friday nights and have very much enjoyed it. I can assure any Naval or ex-Naval man that he will be very welcome if he cares to go along.

I was enabled to visit the Home by courtesy of the Royal Naval Benevolent Trust, who have four beds available for ex-Naval men whose health would be benefited by a fortnight by the sea. It is a pity that the Home is not more used by ex-Naval men. It should be more widely known as it is a "Home from Home."—W. S. SHARMAN, 22 South Everard Street, Kings Lynn.

[The last annual report of the Lord Kitchener Memorial Holiday Home at Lowestoft stated that over 200 visitors enjoyed holidays at the home during 1957 and the management was grateful for the many letters of appreciation which had been received. Rising costs have made inroads into capital funds, but the report states that the management committee is confident that the good work done will continue. New subscribers are informed that there is ample room for more visitors if they care to nominate them. Information can be obtained from the Secretary of the Home, 10 Kirkley Cliff, Lowestoft.—Editor.]

## Writers' service

SIR,—Three members of the Writer Branch, myself included, are engaged in writing a detailed history of the Writer Branch from its date of origin until the present day. It would be appreciated, therefore, if any reader possessing information appertaining to this subject, e.g., relevant documents concerning conditions, pay, uniform and welfare, would forward same to Wrt. G. Boyett, c/o Royal Naval Special Reserve Office, Royal Naval Barracks, Portsmouth. All items received will be treated with the utmost care and the owners instructions concerning them strictly adhered to.

## ROYAL NAVY'S DRAFTING FORECAST

PARTICULARS IN this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule.

Volunteering. Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is normally taken at least four months ahead for General Service and Foreign Service and two months ahead for Home Sea Service and Port Service, applications to serve in ships which are commissioning within these periods are unlikely to have any effect.

### SUBMARINE COMMAND

H.M.S. Token, February, at Devonport and for service in the Malta Squadron.

H.M.S. Artful, April, at Portsmouth and for service in the Faslane Squadron.

H.M.S. Thule, April, at Chatham and for service in the Portsmouth Squadron.

H.M.S. Narwhal, April, at Barrow and for service in the Faslane Squadron.

### GENERAL

H.M.S. Caprice, February 17, at Glasgow, for Foreign Service on Far East Station.

H.M.S. Chaplet, February 17, at Portsmouth for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Battleaxe, March 10, at Rosyth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Troubridge, February 25, at Portsmouth for General Service Commission (Home/West Indies). U.K. Base Port, Devonport.

H.M.S. Crossbow, February 26, at Chatham, for trials (Part General Service Commission complement).

H.M.S. Vidal, February 17, at Chatham, for General Service Commission. U.K. Base Port, Chatham.

H.M.S. Delight, February 24, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Gravelines, end February, at Devonport for trials.

H.M.S. Tiger, March 17 at Clyde, for Home Sea Service trials. U.K. Base Port, Portsmouth.

H.M.S. Burnaston, March 9, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Hickleton.)

H.M.S. Enterprise, March, at Bideford for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.

H.M.S. Egeria, March, at Cockenzie, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.

H.M.S. Yaxham, May, at Hythe for Home Sea Service (50th M.S.S.). U.K. Base Port, Rosyth.

H.M.S. Malcolm, March 1, for Home Sea Service (Fishery Protection). U.K. Base Port, Rosyth.

H.M.S. Laymoor, April at Renfrew for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)

H.M.S. Puncheston, April 20, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Kildart.)

H.M.S. Girdle Ness, April 28 at Devonport, for Local Foreign Service (Mediterranean).

H.M.S. Bermuda, April 30 at Devonport for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.

H.M.S. Monckton, April, at Rosyth, for Home Sea Service (Vernon Squadron vice Beachampton). U.K. Base Port, Portsmouth.

H.M.S. Crane, April 30 at Singapore for Foreign Service (Far East).

H.M.S. Crossbow, April 21 at Chatham for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

H.M.S. Rocket, May 5, at Portsmouth, for trials.

H.M.S. Shayington, May 11, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Dugton.)

H.M.S. Belfast, May 12, at Devonport, for Foreign Service (Far East).

H.M.S. Layburn, May, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)

H.M.S. Loch Killisport, May 12, at Portsmouth, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Portsmouth.

H.M.S. St. James, June at Devonport for trials.

H.M.S. Powderham, June, at Hythe for Home Sea Service (50th M.S.S.—crew ex-Reedham. Home Base Port, Rosyth).

H.M.S. Leverton, June, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Thankerton.)

H.M.S. Whitby, June, at Rosyth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Rosyth.

H.M.S. Zest, June, at Portsmouth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.

H.M.S. Eastbourne, June, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.

H.M.S. Dalrymple, July, at Devonport for General Service Commission. U.K. Base Port, Devonport.

H.M.S. Scorpion, July, at Chatham, for trials. (Part General Service Commission complement.)

H.M.S. Torquay, July, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.

H.M.S. Salisbury, July, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.

H.M.S. Scarborough, July, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.

H.M.S. Tenby, July, at Chatham, for General Service Commission (Home/East of Suez). U.K. Base Port, Chatham.

H.M.S. Loch Insh, July, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.

H.M.S. Tiger, July, for General Service Commission.

H.M.S. Chevron, August, at Rosyth, for trials.

H.M.S. Puma, August, at Devonport, for General Service Commission (Home/South Atlantic and South America). U.K. Base Port, Devonport.

H.M.S. Protector, August, at Portsmouth, for General Service Commission (Home/South Atlantic and South America). U.K. Base Port, Portsmouth.

H.M.S. Wakeful, August, at Portsmouth, for Home Sea Service (Portsmouth Squadron vice Starling). U.K. Base Port, Portsmouth.

H.M.S. Scorpion, August, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.

H.M.S. Verulam, August, at Devonport, for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Carysfort, September, at Portsmouth, for Foreign Service (Far East).

H.M.S. Albion, September, at Portsmouth, for General Service Commission. U.K. Base Port, Portsmouth.

H.M.S. Cavendish, October, at Devonport, for Foreign Service (Far East).

H.M.S. Chichester, October, at Chatham, for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

H.M.S. Jaguar, October, at Dumbarton, for General Service Commission (South Atlantic and South America/Home). U.K. Base Port, Chatham.

H.M.S. Loch Lomond, October, at Sheerness, for General Service Commission (Home/Arabian Seas and Persian Gulf). U.K. Base Port, Chatham.

H.M.S. Cardigan Bay, October, at Singapore, for Foreign Service (Far East).

H.M.S. Trafalgar, November at Portsmouth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.

H.M.S. Jutland, November, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.

H.M.S. Broadsword, November, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.

H.M.S. Dunkirk, November, at Devonport, for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.

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## Sea Cadet Corps News

UNITS HELP OTHERS  
NEED HELP THEMSELVES

FEW Sea Cadet units are without financial anxieties. The necessity of providing and maintaining their headquarters and equipment out of local voluntary subscriptions and donations is a constant headache. How much more could be done for the youth of the country if only more funds were available.

At Bath there is a unit which over the years has maintained its membership and all-round efficiency and which, in the words of the city's Mayor, has succeeded in instilling and developing in its members those qualities of discipline, good citizenship, neighbourliness and responsibility which alone can make possible and permanent our democratic way of life. Yet in the face of this character building, the ranks of the Bath unit's regular subscribers are thinning. They now represent a mere handful of 45 out of a population of approximately 80,000.

## HELPING CHARITIES

There is no youth organisation which so readily answers the call of any local charities, whether it is merely to provide the band for some carnival or taking on the full organisation and collection of miles of pennies and the like.

In the last two months alone Luton unit has, among other things, aided a local fund for the blind (to the extent of £32), collected £250 at a football match for the local Spastic Society, and provided decorations and assistance of all kinds at the local hospitals for the Christmas festivities.

## FOR OLD FOLK

The greatest ingenuity in helping others was shown by the Bury St. Edmunds cadets. Spontaneously, these lads decided to provide parcels (each containing 23 items) for a number of aged people. They started last autumn to pick blackberries and convert them into jelly; onions were pickled, chutney made and horse-radish bottled. Then groceries were collected and even bundles of firewood were included in the parcels.

## INLAND RECRUITS

Oxford unit, although so far away from the sea, has since 1939 provided the Royal Navy with more than 300 recruits, as well as sending other lads to the Merchant Navy. This fine record was revealed at

a presentation to the retiring commanding officer, Lieut.-Cdr. (Sp.) A. R. Payne, R.N.V.R., who was a founder member of the unit when it was formed in 1938.

SEA CADETS  
RESCUE HORSE

ALTHOUGH seaside rescues by Sea Cadets during the summer are a frequent occurrence, the Cambridge Unit of the Sea Cadet Corps is probably the first to have been concerned in the rescue of a drowning horse.

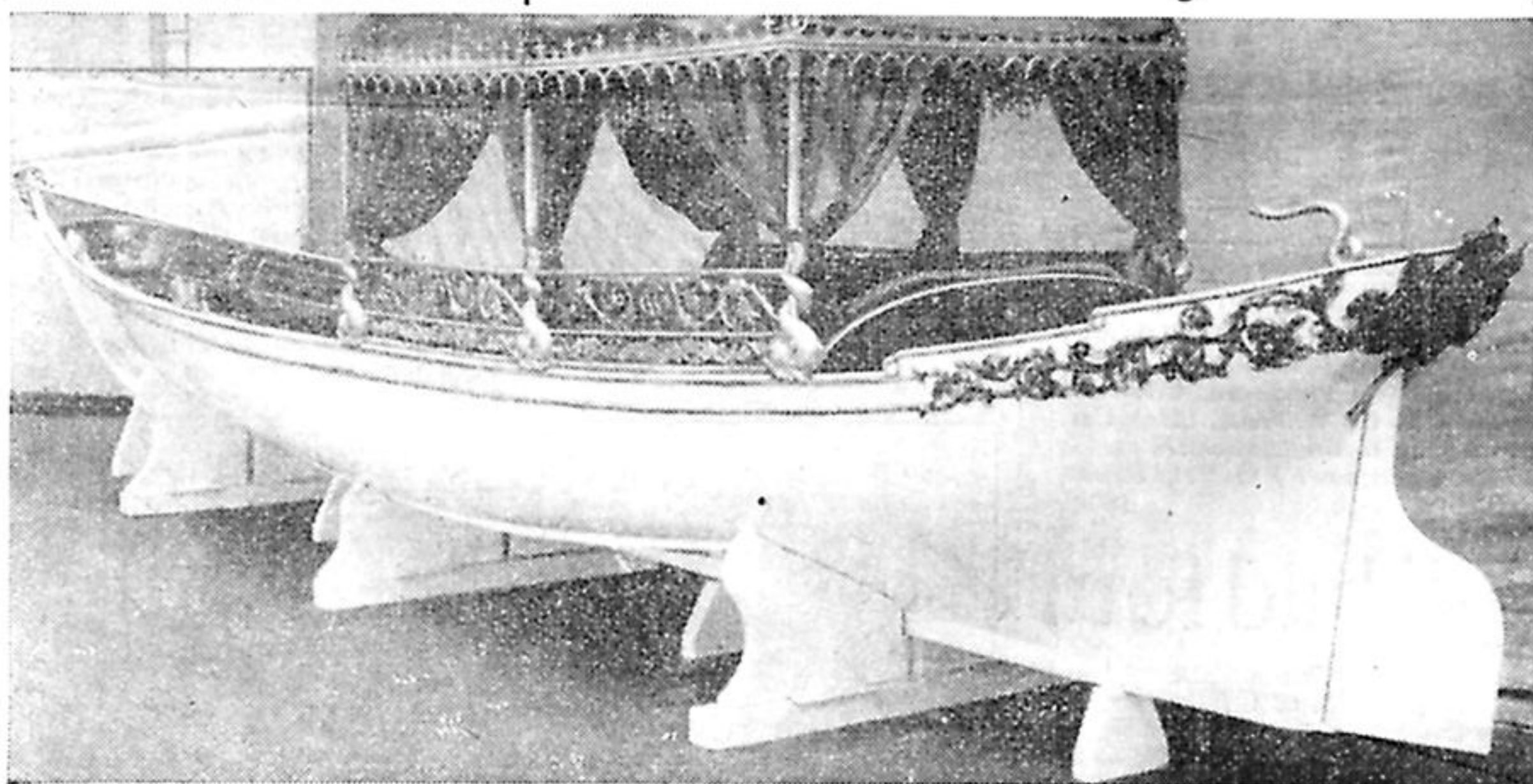
Cadet Leading Seaman C. Martin and Cadet Ordinary Seaman E. Maffey were sailing a 10-ft. dinghy on the river when they saw a horse in considerable difficulty. They succeeded in getting alongside and kept the animal's head above water while another cadet called out the police and fire brigade to complete the rescue.

R.M. BARRACKS  
CHATHAM SOLD

THE tender of Messrs. William Palfrey Ltd. for the Medway Barracks (the Royal Marines Barracks) and the Naval Gun Wharf at Chatham has been accepted by the Admiralty.

The firm plan to develop the site for the extension of their packaging business and later for engineering. The firm hopes eventually to employ some 500 or more workpeople.

## The Admiralty's Gift



THIS 33-foot-long ornately decorated barge used by Queen Victoria on many of her ceremonial occasions has been sent to Canada. The barge was given to Queen Victoria by the Admiralty and allocated to the Commander-in-Chief, Portsmouth, after her death. After being stored at Portsmouth, the barge is now being presented by the Admiralty, with the Queen's permission to the Maritime Museum of Canada at Halifax, Nova Scotia.

Reserves may get chance in  
hockey team

THE Royal Navy XI will be selected from about 14 players, providing drafting and sickness do not interfere. Because of these problems a number of reserves have been selected and they

may well get their places in the Inter-Services matches.

Three of the 14 played for the Combined Services against the West and have again been selected for the match against the South. They include N/A. H. Prescott in goal, who in the game against the West was capable of saving anything short of a rocket. It is hoped that he will keep up to this form. Lieut. J. M. L. Dook, who was capped as a rugby player against the R.A.F., has always been a hockey player at heart and is making headway as a forward. Captaining the Combined Services is Lieut.-Cdr. L. D. Hamlyn, H.M.S. Dolphin, playing at centre half and capped five times for the Royal Navy. Selected are: Goal, N/A. H. Prescott; backs, Lieut.-Cdr. R. K. Midgley, A.B. H. V. Humphreys, Surg.-Lieut. M. Tuddenham; halves, Ty. Mid. A. Johnson-Marshall, Lieut.-Cdr. L. D. Hamlyn (captain), O.S. J. H. P. Bowen; forwards, Lieut. P. A. N. Foster, Lieut.-Cdr. T. E. R. Kitson, Lieut. K. T. Butterworth, R.E.A. J. S. Bajwa, I.N., Inst. Lieut. A. H. R. York, Lieut. P. N. Davis, Lieut. J. M. L. Dook.

Reserves.—Surg. Lieut.-Cdr. (D) J. T. Sanders, St. C.P.O. P. C. Knowling, Lieut. J. C. Judge, Mid. W. F. A. Ellison, Lieut. A. R. Ashmore, C.P.O. J. Larkin, Lieut. J. F. H. C. De Winton, Inst. Lieut.-Cdr. K. R. G. Harper, Lieut.-Cdr. P. W. S. Stearns, Lieut. J. Harvey-Samuel, Lieut. J. L. W. Booty, P.O. Binks, P.T.I.

## SANTA ON TH

The children's party on January 17, and over-entertained. Father person of Shipmate "mess deck" and even this is a special Mrs. V. Pemberton section, and all must on the success of Fathers were, of organising games arden under control, who were the more the children or the f

Another special e was to decorate t arrangements are in brighter seating acc room.

Return to ship  
marred by tragedy

FOR a brief time at Christmas Fulmar had the pleasure of receiving some of its sea-going squadrons. Their stay was all too short and on January 13 802 and 806 Squadrons left once more for H.M.S. Eagle.

Their return to the ship was marred by tragedy, a collision occurring between two aircraft of 802 Squadron shortly after take off, as the sections were forming up. Flight Lieutenant J. A. Macpherson was killed as his aircraft plunged into the sea off Portsmouth, some 20 miles east of Lissie-mouth. The other aircraft involved managed to return safely to Lissie-mouth in spite of severe damage.

SHIPS OF THE ROYAL NAVY  
No. 41 H.M.S. PORPOISE

DISPLACEMENT about 2,500 tons submerged. Length 295 ft. (o.a.). Beam 26½ ft. Draught 15 ft. Complement about 70 officers and men.

H.M.S. Porpoise, which gives her name to the class, was the first British operational submarine to be built after the war. She was commissioned at the Barrow-in-Furness yard of Messrs. Vickers Armstrongs (Shipbuilders) Ltd., on April 17, 1958, under the command of Lieut.-Cdr. B. C. G. Hutchings.

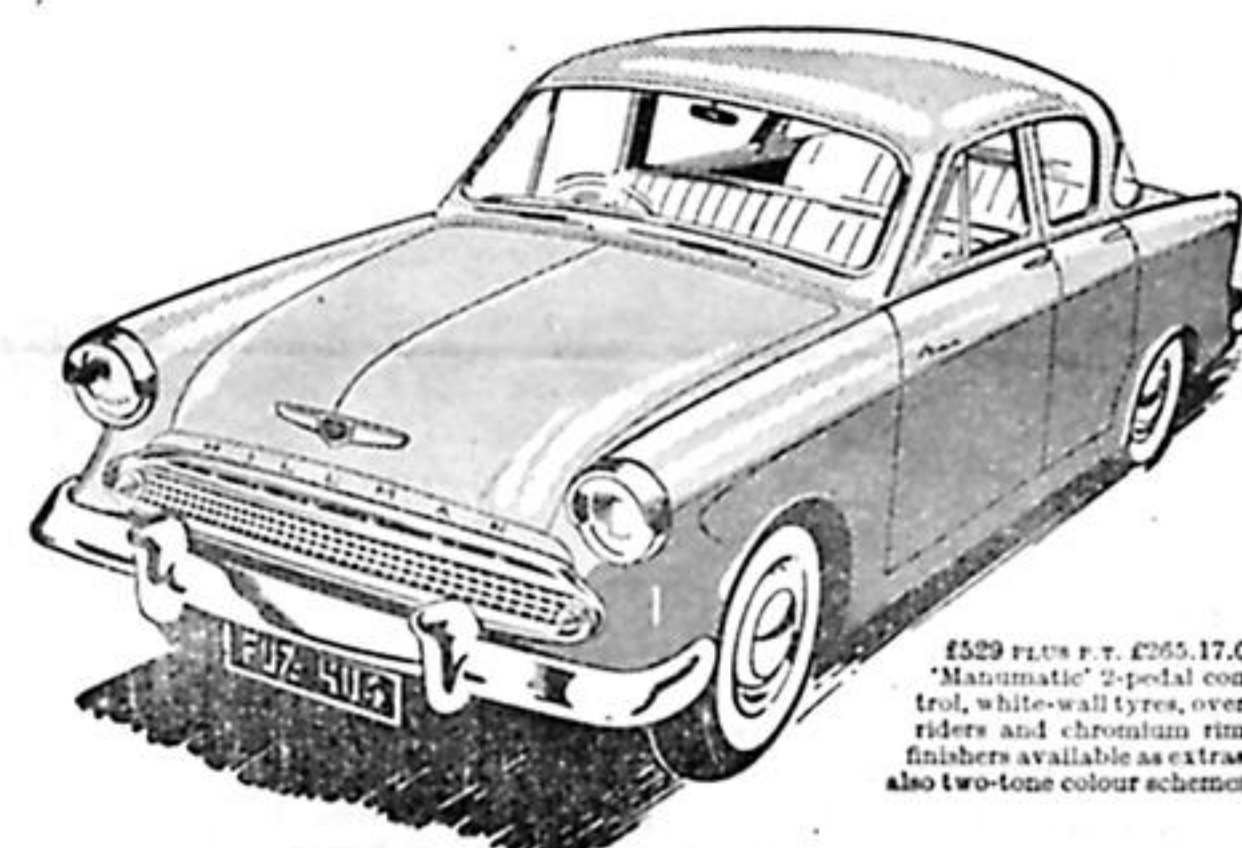
The submarine is capable of undertaking continuous submerged patrols in any part of the world. The design of her hull and superstructure reflects her capabilities of high underwater speed and great diving depth. She is propelled on the surface, or when "snorting" by diesel-electric drive and from the large battery driving the motors when submerged. The snort equipment has been designed to give maximum snort-charging facilities and to operate in rough sea conditions.

General habitability is of the highest

standard, with strip lighting, nylon curtains and panelling in laminated plastic and wood. To combat the tedium of long periods of submerged patrols, a cinema projector and a tape recorder are available. Every officer and man has a bunk with a foam latex mattress. An air conditioning plant provides drying and either heating or cooling of the air for arctic or tropical service.

Oxygen replenishment and carbon dioxide and hydrogen eliminators make it possible for Porpoise to remain totally submerged, without even using

her snort for several days on end. Fresh water can be distilled from sea water for drinking purposes and the stowage available for stores and provisions will enable Porpoise to remain on patrol for months without any outside support. The submarine visited London in July last year, berthing at Battle Bridge Pier, and was visited by many V.I.P.s. In December, 1958, the third of the Porpoise Class, H.M.S. Grampus, was commissioned. The second submarine of the class was H.M.S. Rorqual.

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See also HILLMAN MINX CONVERTIBLE, MINX SPECIAL SALOON and the DOUBLE-DUTY HILLMAN HUSKY.

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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN



## The weight of evidence

IN the days when the dockyards were policed by a division of the Metropolitan Police, a search routine similar to the one followed now was carried out.

Four stalwart policemen would take up stations line abreast inside the gates, and all employees would pass them on leaving. A hand would lightly touch the selected victim on the shoulder, who altered course to port or starboard as the case may be, and proceeded to the search room. Inside two or more police would be waiting to carry out the search. They ran their hands over the "matey" and, if satisfied, would grunt "Right" (the expression "O.K." had not been imported from Hollywood at this time); the dockyardman would breathe a sigh of relief and proceed homewards.

One day, among those selected for searching was a blacksmith, who was very proud of a bowler hat he habitually wore. On receiving the signal to proceed to the search room, he entered briskly and stood in front of the searcher. The policeman ran his hands over the dockyardman, straightened up, and by some mischance decided to remove the bowler perched proudly on the victim's head. As he lifted the hat four pounds of lead fell out, alighted on the policeman's foot and broke his big toe.

A look of astonishment appeared on the "matey's" face. He looked at the policeman who was dancing around on one foot in anguish, and simpered, "Tee-hee, those boys in the shop have been skylarking again."

# Burmese thwart 12,000 miles journey from Singapore

## NEARLY 'GATE CRASHED' BUT HAD SECOND THOUGHTS

"PHYSICALLY I feel that we could have successfully completed the journey, and were it not for the dilatory and procrastinating methods of the Burmese Government and the silliness of bureaucracy, I should have now been writing better news to you."

Readers will recall that in the October issue of NAVY NEWS it was reported that four ratings of H.M.S. Mounts Bay were planning to return from Singapore to this country by road. The men had purchased a Land-Rover and at their own expense were going to attempt the journey from Singapore to London, a distance of 12,000 miles and which would take them through 15 countries.

NAVY NEWS has received a letter from Able Seaman C. S. Hepburn, a paragraph of which is quoted above, and he goes on to say that despite 10 months of hard work and planning, the party were then not in possession of the necessary authority to travel through Burma. Political differences on the Thailand-Burma border made the securing of the appropriate visas even more difficult.

### EMBASSY BOMBARDED

Naturally the four ratings, Petty Officer MacGilchrist and Able Seamen Hepburn, Bowens and Sainsbury are very disappointed. The Burmese Embassy in Rangoon was bombed

with telegrams, telephone calls and correspondence not only from the ratings themselves, but also by the Naval Authorities who were so impressed with the amount of planning the men had done that they readily gave approval and blessing to the venture.

### STRONG TEMPTATION

Able Seaman Hepburn in his letter says that no results whatsoever were achieved "not so much as a word, either in the affirmative or in the negative have the Burmese forwarded to us." The party was quite willing to risk illegal entry into Burma, but after the assistance they received from the various Embassies and Military Attachés in the Bangkok-Rangoon district, they felt they must resist the strong temptation, for it would be bound to cause trouble for the officials concerned.

The possibility of taking their vehicle by sea to Calcutta and then to proceed overland from there was discussed, but "this is such a frequented route that it would have been no accomplishment at all."

## DEFENDER'S REFIT IS COMPLETE

H.M.S. Defender, commissioned for the third time for general service in the Home and Mediterranean stations at Chatham where she has spent the last year refitting, leaves for Portland in a few days time for working up and expects to go to Malta in May for one year on the foreign service leg of the commission.

Defender is commanded by Captain G. H. Carew-Hunt, Royal Navy, whose home is in London. He recently qualified at the Imperial Defence College and his most recent sea appointments were Second in Command of the aircraft carrier H.M.S. Theseus and Gunnery Officer of H.M.S. Vanguard. He saw service in World War II in the submarine Snapper and later as Gunnery Officer in H.M.S. Diadem, being present for the Normandy Landings.

First commissioned for service in the Far East Station she took part in anti-terrorist operations off the

Malayan coast and spent a short time in Eastern waters.

H.M.S. Defender is a Daring class destroyer (of which there are eight) and has a displacement of 3,600 tons. Her complement is 290 officers and men.

### C-in-C to preside at W.R.N.S. Meeting

THE annual meeting of the W.R.N.S. Benevolent Trust, Portsmouth Command, will be held in the Duchess of Kent Barracks, Southsea, on Wednesday, February 18, at 5 p.m. The speaker will be Miss A. McNeil, C.B.E., Superintendent W.R.N.S. (ret.). Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O., Commander-in-Chief, Portsmouth, will preside. All W.R.N.S. personnel past and present invited.

## CHILDREN'S PARTY AT WHALE ISLAND

THE Friendly Wives (North End branch) children's party was held in Fisher Hall, Whale Island, on January 6. Chief Petty Officer Bartlett ably acted as M.C. and organised the games before tea, with Mrs. Simpkins providing the music on the piano. Nearly 130 sat down to tea in the gaily decorated gym.

After tea there was a Punch and Judy show, and then Father Christmas distributed the presents, and before leaving each child was given a balloon. The branch was very happy to have as guests 20 children from Nazareth House and the Cottage Homes.

### Recent film releases

"The Bravados" (colour, CinemaScope), Outdoors, Gregory Peck, Joan Collins, Stephen Boyd. "Further Up The Creek" (CinemaScope), Comedy, David Tomlinson, Frankie Howerd, Shirley Eaton. "Vertigo," Thriller, James Stewart, Kim Novak, Barbara Bel Geddes. "The Law and Jake Wade" (colour, CinemaScope), Western, Robert Taylor, Richard Widmark, Patricia Owens. "Merry Andrew" (colour, CinemaScope), Comedy with songs, Danny Kaye, Pier Angeli, Noel Purcell. "Les Girls" (colour, CinemaScope), Musical, Gene Kelly, Kay Kendall, Mitzi Gaynor.

## BEETLE DRIVE WITH A DIFFERENCE

THE H.M.S. Vernon branch of the Royal Naval Friendly Union of Sailors' Wives held its first meeting of the year on January 14, and a beetle drive with a difference, run by Mrs. F. Coxwell, assisted by Miss Jane Coxwell, was the main entertainment. Faces were used instead of beetles and the innovation proved quite hilarious. A "drive" does enable members to get to know each other naturally and quickly. Prizewinners were Mesdames Robertson, Buck and Bailey, and other prizes, one kindly given by Mrs. Brown, an attractive tablecloth, were won by Mesdames Shimmings and Appleton.

The tea was served by Mrs. Bird and the tea committee and, with several new members, everyone enjoyed a very pleasant afternoon.

The sewing meetings are held on the last Wednesday of each month and Mrs. Walmsley states she will be pleased to see new members.

The secretary of the branch wishes it to be known that the June meeting will be held on the second Wednesday, June 10, and programmes should be amended accordingly.



Staff of the Petty Officers' School, Corsham. Back row: S.B.P.O. Gorham, C.E. Poulton, C.P.O.(GI) Stock, C.S. Campbell, C.P.O.W. Reeby, C.P.O.W. Hamilton, M.A.A. Collett, P.O.(GI) Harmer, P.O.(GI) Foat, C.P.O.(C) Donohue, C.P.O.(G) Winton, C.A.F.(A) Patterson, C.C.Y. Lucas, C.A.F.(A) Stanley, Lieut. (E) Spann, Surg. Lieut. Carmichael, Lieut. (SD) (PT) Pittard, Lieut.-Cdr. Harvey, Lieut. (SD) (G) Puddiford, C.P.O.(C) Tooes, C.E.R.A. Mortimore, C.M.(E) Toomey. Sitting: Lieut.-Cdr. Buxton, Lieut.-Cdr. (P) Williams, Lieut.-Cdr. (S) Adcock, Lieut.-Cdr. (E) Graham, Lieut.-Cdr. Sladen, Cdr. P. G. Lachlan, Chaplain B. Briggs, Lieut.-Cdr. (S) Grimwood, Inst. Lieut.-Cdr. Taylor, Lieut.-Cdr. Rylands, Lieut.-Cdr. (E) Hales. Front row: P.O.(PTI) Lyons, P.O.(PTI) Lucas, C.P.O.(SPTI) Hesse, P.O.(PTI) Carnochan

## Petty Officer "Guinea Pigs" had four days in the mountains MORE THAN EVER AT SCHOOL

THE Petty Officers' School at H.M.S. Royal Arthur, Corsham (Wiltshire), has always been a busy place, but during the past six months the intake of petty officers has increased considerably, and the weekly course now averages 31.

To cope with this increase, Lieut.-Cdr. W. R. J. Mylne, of Alamein, has joined the establishment as an additional course officer.

The field day, which so many petty officers knew as "Cops and Robbers," has been replaced by a new scheme called "Black Mountain." "Cops and Robbers" was considered to be a little too cushy and the new scheme will provide a real test of initiative and resourcefulness.

Lieut. J. K. Spann, accompanied by the "Buffer," P.O. John, and A.Bs. Harrison and Colley, after three

weeks' hard work established a base camp in the ruins of a house near Abergavenny.

"Guinea Pig" class had four days in the mountains in groups of three, and they spent 36 hours trekking from peak to peak hoping that the rain would stop. A course competition has been introduced and some remarkable performances under trying conditions are contemplated.

The Christmas concert took the form of a music hall with a bar in the back of the auditorium. Many of the officers who have passed through

Corsham will remember the impressive figure and voice of C.P.O. Tooes. He has left the service and is emigrating to Australia where he intends to start a lorry business in Sydney.

### PREVIOUS 'BUFFER' RETURNS

The previous "Buffer" of Cockade and Urchin, C.P.O. I. K. Allen, has taken his place. Lieut.-Cdr. Williams is succeeded by Lieut. J. Rogers, who joined from Eagle, where he was flying Gannets in 814 Squadron.

A sight which is no longer strange in Royal Arthur is the military figure of Black Rod—C./Sgt. F. Monk. An impending change is that C.P.O. F. A. Lucas is going to H.M.S. Belfast.

As an experiment, Corsham's victualling is being carried out by the R.A.F. Transport Command Station at Colerne which is large enough to absorb the establishment's messing requirements. So far the experiment is a complete success thanks to the enthusiasm of C.P.O. G. Stares and his galley staff and to the co-operation of the R.A.F. catering officer, who was once a lieutenant in the R.N.V.R. Corsham is endeavouring to produce an annual magazine, *The Petty Officer*.

### C.A.D.S. Branch Out

The Condor Amateur Dramatic Society are this term branching out. They are entering for two competitions: the Home Air Command contest and that of the Scottish Drama Festival. For the former, the C.A.D.S. are putting a play by Arthur Miller, "A View from the Bridge," and for the Scottish Festival, Noel Coward's "The Ruffians."



to proceed into dry dock," the headquarters needing a complete overhaul. It is therefore necessary to curtail some of the social activities and darts matches for the time being.

Shipmates affected are informed that the Annual General Meeting which was to have taken place on February 13, has been postponed until March 13.

The Christmas Party held on January 2 was a great success and among the visitors were Shipmate Bates and Mrs. Bates, Shipmate Wootton and Mrs. Wootton, Shipmate Nicholls and Mrs. Nicholls and that great writer of submarine thrillers, Shipmate Glazebrook.

Members of the Hounslow Branch are intending to be present at the No. 1 Area Fancy Dress Ball on February 28, and, with memories of the last dance, are looking forward with keen anticipation to a good evening.

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# ANOTHER 'ROUND WORLD' TRIP FOR ROYAL YACHT

## THEY HAVE A 'DUNCE'S' HAT IN R.A.F.

PROSAICALLY, it is designated "Silver Store," but even Aladdin would have been dazzled by the glittering "treasure trove" at the Royal Air Force Central Flying School at Little Rissington, Glos. Valued at over £5,000, the collection of silverware, displayed on guest nights and dining-in nights, consists of gifts presented by individuals, aircraft manufacturers, and successive courses which have passed through the school since it was established in 1912. They include cups, rose bowls, candelabra, cigarette lighters, ice coolers, handbells, tankards, aircraft models, coffee jugs and punch bowls.

Honoured names in R.A.F. history are associated with one of the earlier gifts, a cigarette box, presented to the School in 1914 by then Brevet Major, Royal Scots Fusiliers, and later Marshal of the Royal Air Force Lord Trenchard, and Brevet Major, E. L. Gerrard, Royal Marine Light Infantry, later Air Marshal Gerrard. One of the most imposing items is a trophy presented in 1947 by No. 101 Course, for awards to the best all-round student—a silver cup, two feet high, which cost £150 and is insured for £500.

Another "trophy" is a top hat with a gold braided band, "illegally removed" from the doorman of a London hotel late one night in January, 1956. The intention of the new owners—members of No. 174 Course—was to have a base made for their trophy, but when it was being flown back to the Central Flying School it blew out of the Harvard over Cambridge, became entangled in the branches of a tree, was retrieved by the mystified owner of the house, and handed over to the police. It was restored to No. 174 Course after they had advertised their loss in a Cambridge newspaper. The hat is now solemnly presented to the student with the lowest overall marks in Ground School in each Course.

THE Royal Yacht Britannia sailed from Portsmouth for a round-the-world trip on January 7. When she left harbour, she was flying the flag of Vice-Admiral P. Dawnay, who was promoted to vice-admiral that day.

The Britannia's first port of call was Gibraltar, and then, after calling at Malta, the ship reached Aden on January 26 and after calling at Vizagapatnam on the east coast of India, goes to Rangoon, where the Duke of Edinburgh will embark. After leaving Rangoon visits will be made to Singapore; Kuching River (North Borneo); Sandakan (Sarawak); arriving at Hong Kong on March 6.

The Solomon Islands, the Gilbert Islands and Ellis Islands are next on the itinerary and the ship is due to arrive at Christmas Island on April 3.

After two days here, Britannia sails across the Pacific to the Panama Canal and on April 24 is due to arrive at Nassau in the Bahamas, where the Duke will leave the Britannia and fly home.

Calling at Bermuda on April 28, the Royal Yacht will sail for Portsmouth, arriving back on May 8.

It is expected that Britannia will again leave Portsmouth on June 8 for the trip to Canada when the Queen will open the new St. Lawrence Seaway, and the ship is expected to return to Portsmouth about the middle of August.

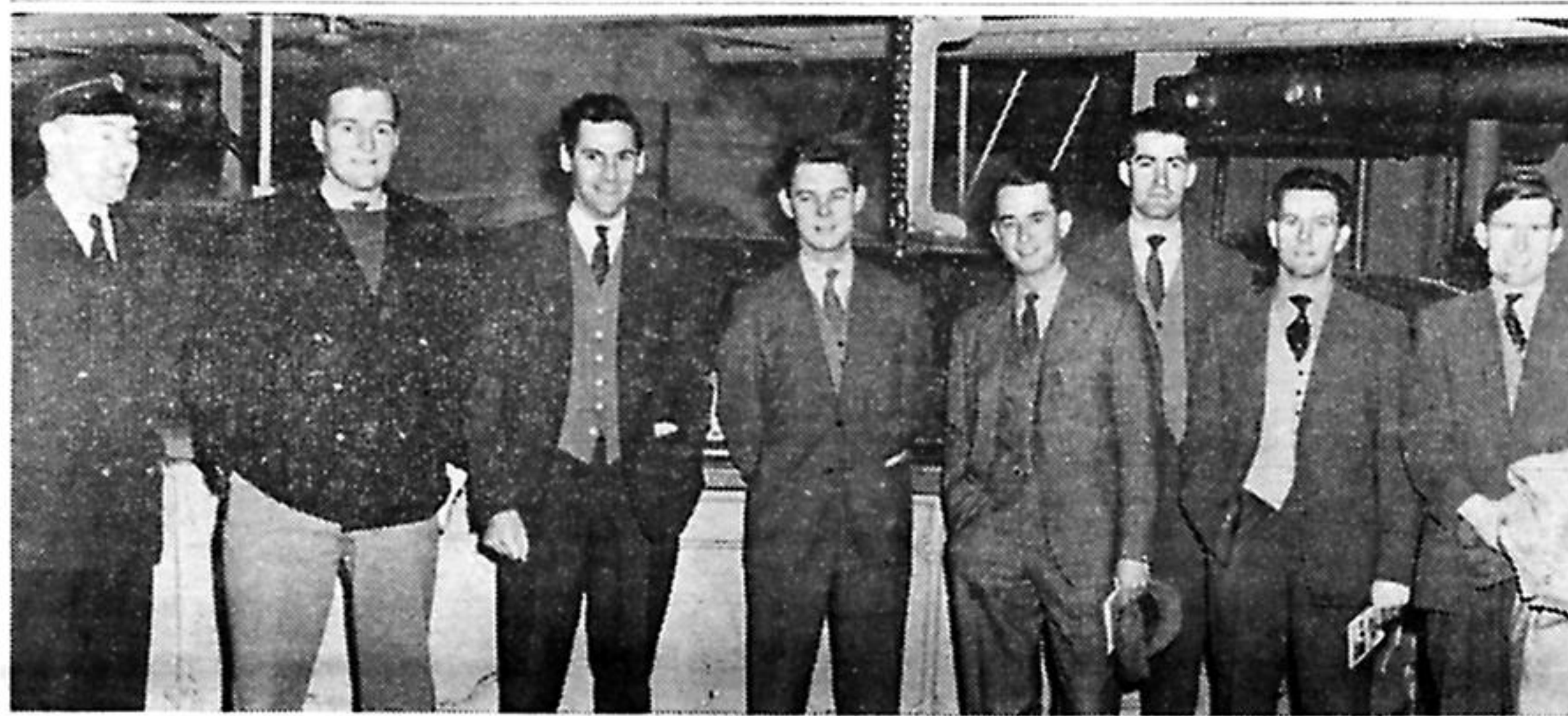
## C-in-C Portsmouth for Malta

DAME RUMOUR has it that Admiral Sir Guy Grantham, the present Commander-in-Chief, Portsmouth, is to be the next Governor of Malta.

The Navy having been associated with Malta for so long, and Admiral Grantham (who has spent a considerable part of his Service career in the Mediterranean) being well known in Malta, such an appointment would be very popular. It would give great pleasure not only in Malta itself but throughout the Royal Navy.

## Duke to accept R.M.'s Freedom

The Duke of Edinburgh will accept, on behalf of the Royal Marines, the casket containing the Freedom of the City of Portsmouth on May 14, and at the parade, when the Royal Marines will exercise the privilege of marching through the streets of the city with fixed bayonets, he will take the salute from a dais at the guildhall.



Some members of 815 Naval Air Squadron recently paid a visit to the Guinness Brewery, St. James Gate, Dublin. An interesting point is that 815 Squadron was "adopted" by Guinness during the war (or possibly it was the other way round!), and the Guinness tie—an Irish harp on a blue base—is also the Squadron tie. The Squadron recently recommissioned with Whirlwind helicopters and it is normally based at Naval Air Station Eglinton. —Photograph: A. Guinness, Son & Co. Ltd., Dublin

## PROVISIONAL PROMOTIONS

OFFICERS whose provisional promotions, to take effect on June 30, are:

### SEAMAN SPECIALISTS

Commander to Captain.—Charles R. K. Roe (Owen); Michael L. C. Crawford (Victory); John F. R. Dwyer (Excellent); Frederick W. Hayden (J.S.S.C.); Nigel Dixon (Tyne); Ian S. McIntosh (President); Arthur Mack Power (Pembroke); John R. McKaig (Ganges); Edward H. Lee (R.N. College); Peter L. Langley-Smith (Eagle); William C. Simpson (Walkerton); Edward F. Guertiz (St. Vincent).

Lieutenant-Commander to Commander.—Denis F. Swinbank (Drake); Kenneth Alan Williams (Anzio); Christopher H. Fothergill (Vernon); Peter H. Jackson-Syner (R.N. Staff College); Leslie D. Urry (President); Henry E. Howard (Dryad); Dennis W. Foster (Eagle); Harold J. Abraham (Eagle); Thomas H. E. Baird (Acute); Barnaby F. P. Samborne (Trenant); Richard C. Fisher (Victorious); Ian H. F. Martin (Daedalus); Frank Bromilow (Seahawk); Glen E. Crosbie (Murray); Peter L. Barton (Excellent); Alan R. Algar (Saker); Donald B. Morrison (Britannia); Ian S. S. Mackay (Albion); John M. Forbes (President); Richard L. Garmons-Williams (Eagle); William H. Cowling (Eagle); Oswald N. A. Cecil (Apollo); Harry R. Keate (Ganges); David L. G. James (Gannet); James H. F. Eberle (Dartmouth).

### ENGINEER SPECIALISTS

Commander to Captain.—William B. S. Mill (Victorious); George A. Hewett (Ark Royal); Hugh A. Kidd (H.M. Dockyard, Devonport); Douglas P. Butlin (President).

Lieutenant-Commander to Commander.—Charles D. Marsh (Phoenicia); Cyril A. Brown (Daedalus); Brian R. Blundell (President); Kenneth B. Birkett (R.A.E. Farnborough); John P. H. Brown (President); Donald M. C. P. Spiller (Vernon); Michael Robertson (President); Michael Trenchard (President); Leslie P. Mackenzie (Condor); Ian M. Michell (Sultan); Peter B. Hoag (Thunderer); Ian C. S. Lewis (H.M. Dockyard, Chatham); William Bond (Victory).

SUPPLY AND SECRETARIAT SPECIALISTS  
Commander to Captain.—Thomas P. Gillespie (A. Capt.); (C-in-C, Plymouth); John G. Stanning (Forth).

Lieutenant-Commander to Commander.—Roy C. Quinton (Grapple Squadron); Philip G. Cranchfield (A. Cdr. WHIA) (President); Michael Murray (Condor); Alfred R. Wilmet (President); John Ashbury (Phoenicia); Arthur W. Hemsted (President).

### ELECTRICAL SPECIALISTS

Commander to Captain.—Maurice J. Head (Mercury II); John Shepherd (R.N.A.R.V. Donibristle).

Lieutenant-Commander to Commander.—John J. Malloy (President); David N. Ellingham (President); Reginald W. G. Few (Devonport Dockyard); Kenneth W. Bradley (Ministry of Supply); Esmond F. G. Bowerman (Lee-on-Solent); Walter F. Ephraums (Cavendish); Archibald L. Orr (President); Anthony A. Murphy (President).

### INSTRUCTOR BRANCH

Instructor Commander to Instructor Captain.—Graham P. Britton (Daedalus).

Instructor Lieutenant-Commander to Instructor Commander.—John A. Bell (Acting Instructor Commander) (Centaur); Edwin J. Solomon (Ganges); Richard R. Fotheringham (Acting Instructor Commander) (Albion).

### MEDICAL BRANCH

Surgeon Commander to Surgeon Captain.—Eric B. Bradbury (Medical Department, Admiralty); Peter G. Burgess (R.N. College, Dartmouth); Frank W. Baskerville (Acting Surgeon Captain) (Medical Department, Admiralty).

Surgeon Lieutenant-Commander to Surgeon Commander.—Paul V. G. Dawson (Newfoundland); Geoffrey Pollitt (President); Peter D. A. Durham (R.N.B., Portsmouth); James S. Ritchie (R.N. Hospital, Chatham).

### DENTAL BRANCH

Surgeon Lieutenant-Commander (D) to Surgeon Commander (D).—Richard S. Haigh (R.N. Air Station, Lossiemouth).

### ROYAL MARINES

Lieutenant-Colonel to Colonel.—Frederick B. Clifford (Phoenicia).

Major to Lieutenant-Colonel.—Richard D. Crombie (R.M. Barracks, Plymouth); John T. O. Walters (C.G.R.M.); Ian D. De'ath (42 Command Royal Marines).

Captain to Major.—Robert B. Loudoun (40 Command Royal Marines); Peter L. S. Harris (Admiralty); Patrick J. Owens (Infantry Training Centre R.M.); Frank H. Bristowe (Infantry Training Centre R.M.); Francis C. E. Bye (C.G.R.M.).

## Naval pilots get wings

VICE-ADMIRAL SIR WALTER COUCHMAN, Flag Officer Air (Home), was the Reviewing Officer at a passing-out parade at No. 1 Royal Air Force Flying Training School at R.A.F. Linton-on-Ouse, near York, on January 23.

In order to give future Royal Navy pilots their entire training to "wings" standard on one station, Nos. 1 and 7 Flying Training Schools were merged and the unit transferred to Linton-on-Ouse. Previously naval students did their early flying training on Provost aircraft at R.A.F. Syerston, near Newark, Notts, and their advanced instruction on Vampire jets at R.A.F. Valley, Anglesey.

Although devoted to training pilots for the Royal Navy, No. 1 Flying Training School is a R.A.F. School and the majority of the instructors are R.A.F. officers or N.C.Os.

Among those passing-out was the first Royal Marines officer to be trained at Linton-on-Ouse, Lieut. H. T. Mainwaring, Swansea. Another student is Lieut. T. N. F. Skead, R.N., from East Transvaal, South Africa.

## Have YOU a personal problem . . ? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

MY final date for pension is March 30, 1959. In 1940 I did 14 days cells. Do I still have to make up this time? If so, would my final date be April 13, 1959, and would I be entitled to the new pension rates?

Time in cells does not count towards pension, so that from the information you give your release date would be April 13, 1959. An Admiralty General Message of November 4 last stated that the new pension rates will be introduced on April 1, 1959. No details, however, have yet been announced so that I am unable to say whether or not you will be entitled to the new rates.

## Salvage Awards

I have recently left the Service after completing my time, and I served my last 2½ years in H.M.S. Bulwark, during which period we towed the Melika into Muscat. We were told at the time that the salvage money would be quite considerable. I know it takes some time before the money is distributed, but would like to know how I stand as a civilian now, whether the awards will be published anywhere and how

I would make a claim.

When salvage awards are ready for distribution they are announced in Admiralty Fleet Orders. They are also published in the "London Gazette."

There is, however, always a considerable interval between the date of the salvage operations and the distribution of the awards. This interval is usually two years or more. The Melika case, therefore, will probably not be finalised before 1961.

Apart from publication in the "London Gazette," every effort is made by the Admiralty to locate ratings who have left the Service and who become eligible for an award. I suggest, however, that you write to the Director of Navy Accounts, Branch 3A, Admiralty, Bath, in 1960 to ascertain the position in your case.

An announcement will, I feel sure, be made in "Navy News" when the Melika awards are published.

## Invaliding

If I was "picked up" on an X-ray by the Mass Radiography Mobile Unit, would I be automatically discharged from the Service or would the Navy attempt to cure me? If I was pronounced cured, would I return to the Service? Assuming I was discharged after 17 years' service, what pension and gratuity would I get?

As the circumstances in your letter are hypothetical, I cannot give very satisfactory answers. Obviously every effort is made to effect a cure, and there are now quite a number of men serving who have suffered from tuberculosis but have been cured. The question of retention is naturally dependent on attaining full fitness to perform naval service.

If invalided, however, amount of pension would be governed by the regulations to the Ministry of Pensions, who take into consideration the circumstances, i.e., the degree of disability, and dependants.

The Appendix to the Navy List, which is available in every ship and establishment, may give you some idea of Naval Disability Pensions and Gratuities.

Surg. Lieut. R. Coles, of Alverstoke, has been appointed sailing master of the Duke of Edinburgh's Dragon Class yacht Bluebottle. The yacht will go to Canada in H.M.Y. Britannia in June.

## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

\*For members of the W.R.N.S. the Pension is £149 a year.



—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send full details of the Progressive Savings Scheme

Name.....

Address.....

Rating or Rank..... Age next birthday.....NN



# WHEN NUMBERS CAN ANNIHILATE

## The submarine foreshadowed as a capital ship in 1912

'JANES' is a by-word among those interested in the fighting ships of the world and the yearly appearance of this masterpiece is an event in naval publications. It is remarkable how far-seeing some of the editorials have been.

In 1912 Fred T. Janes, the founder and first editor of "Janes' Fighting Ships"—a man who loved ships—a man of vision and one quick to realise the potentialities of any technological developments which could increase the fighting powers of warships, would seem to have been nearly half a century ahead of his time where submarines are concerned. In "The British Battlefleet" which he wrote in that year, he referred to the development of the submarine.

The following excerpt, remarkable in its prophecy, is taken from this book:

"It may well be in the womb of the future that submarines tomorrow may be what the ironclad was yesterday or the day before. The submarine battleship may appear and render obsolete the dreadnought of today! But nothing can alter the cardinal fact that, given equal efficiency, the power with most such craft must win, and that, given an inferior efficiency, defeat may be looked for as the natural corollary on lines entirely unconnected with whether the 'capital ship' is of a type that floats only or one that can be submerged at will.

"Tactics may alter, the means may alter, and the most obvious instruments of naval strategy may do the same. But nothing whatever can affect the bedrock truth that, given equal efficiency, 'numbers only can annihila-

late.' Given the 'equal efficiency' nothing else really matters!

### 'PART OF ONE GREAT WHOLE'

"If the creators of weapons keep themselves up to date, if those who supply them see to it that the supply is sufficient, if those who work the weapons are efficient, the part of those in chief control resolves itself into little save achieving victory with the minimum of loss.

"In the future, if the submarine dreadnought becomes an actuality, this is probably likely to a greater extent than anything which obtained in the past. So far as we can today conceive of such future fights, much of the battle will entail more or less blind work under the surface, individual enemies engaging one another, the leader compelled to rely more and more on the efficiency of his individual units and less upon his own tactical combinations.

"Of course, things may turn out otherwise. Inventions yet undreamed of may come to the fore, and the nether waters present no greater obstacle to regular operations than the surface does today. Plunging may offer no salvation to a beaten enemy.

"Yet, however things may shape, victory or defeat must depend on the makers of the weapons and the efficiency of those who work them—tools, on the reliability of which every admiral must trust for victory."

## Admiral says they were unique



Admiral Peile inspecting the guard during his visit to H.M.S. Sultan

## Ships are effective as fighting units only when at sea

### PETTY OFFICERS FORM GUARD AND BAND AT H.M.S. SULTAN

VICE-ADMIRAL L. A. B. Peile, C.B., D.S.O., M.V.O., Admiral Superintendent of H.M. Dockyard Devonport, visited H.M.S. Sultan on December 18 to inspect Divisions and take the salute at the prize-day parade, and to present the prizes.

Admiral Peile is the first Engineer officer to hold the appointment of an

Admiral Superintendent in one of H.M. Dockyards and also to serve on the active list as a Vice-Admiral concurrently with the Engineer-in-Chief of the Fleet.

As a Commander he was the Engineer officer of H.M.S. Vanguard in 1946-47 during the Royal Tour of South Africa by King George VI.

The divisions and prize day mark the culmination of a two-year course for the passing-out mechanics, and of a six-month course for the passing-out P.O.M. (E)s of the general engineering course.

At the ceremonial divisions the passing-out class of mechanics took charge of companies and platoons, whilst the passing-out general engineering course formed the leading platoon of one company. Many wives and friends of Sultan personnel were present to watch the ceremony.

The guard of honour for Admiral Peile consisted of mechanic candidates completing their first six months in the establishment. The first officer of the guard was Divisional Officer Instr. Lieut. D. A. Cameron, R.A.N., who will shortly have completed his two years' exchange service in the Royal Navy. The second officer of the guard was Engineer Sub-Lieut. F. E. Wood.

The Sultan volunteer band under the direction of Engineer Sub-Lieut. P. F. Harrison was also inspected. Admiral Peile commented on the unique aspect of inspecting both a guard and band composed entirely of petty officers of the engineering branch.

In the theatre prizes were presented

to the winners both of No. 94 Mechanics Class and No. 5 General Engineering Course.

They were: Mechanics' Herbert Lott Prize (for efficiency) and Mechanics' Technical prize: Mechanician 3rd Class J. Orton; Mechanics' Practical Prize, Mechanician 3rd Class J. A. Horton; General Engineering Course Herbert Lott Prize (for efficiency): P.O.M. (E) A. O. Mornington-West and P.O.M. (E) J. Williams (shared).

### DEAD TIME

Admiral Peile said that the modern ship was a most complex unit only effective as a fighting unit when at sea, and that time spent in repair in dockyards was dead time. It was in the realm of efficient maintenance that the ratings passing-out could make their most valuable contribution.

The Admiral asked them never to forget their personal integrity as skilled and semi-skilled men, and to ensure that at all times any work done was of the highest quality of which they were capable.

In modern ships there could be no segregation of senior rates, and that some duties involving command over junior rates, possibly of other specialisations, must be anticipated in the future. Judging by the excellent showing of the passing-out classes who took charge at the parade earlier that forenoon, this aspect of their future duties should prove a comparatively easy task.

Mrs. Peile presented the Alania Trophy to the winning division. The Alania Trophy was presented to H.M.S. Sultan by H.M.S. Alania, when the latter paid off, to commemorate the long association of that ship with the training of engineering ratings. The trophy is given to the division obtaining the most points in all sporting activities, and this term the winners were Dalton Division, consisting of Mechanician candidates just completing their first year of training. Mrs. Peile was presented with a bouquet by Patricia Lynn Smith, the five-year-old daughter of Mechanician 3rd Class P. B. Smith of the passing-out class.

## HELICOPTER FIGHTS SNOW STORMS IN SEARCH FOR SURVIVORS

AT this time of the year, with the surrounding mountains covered with snow Lossiemouth has an almost Alpine outlook. This can become too much of a good thing at times as in the recent "Big Freeze." Lossiemouth has been comparatively lucky but the communication routes to the South have been affected, and home comforts such as mail and newspapers have at times been delayed. The road to Aberdeen was blocked for several days.

It is hoped that readers do not get the impression that living here is the next worst thing to the North Pole. It is not nearly so bad as that. Yet from the English National Press one may easily get the idea that H.M.S. Fulmar has been in the heart of Arctic conditions. Apart from the transport delays and icy road conditions even

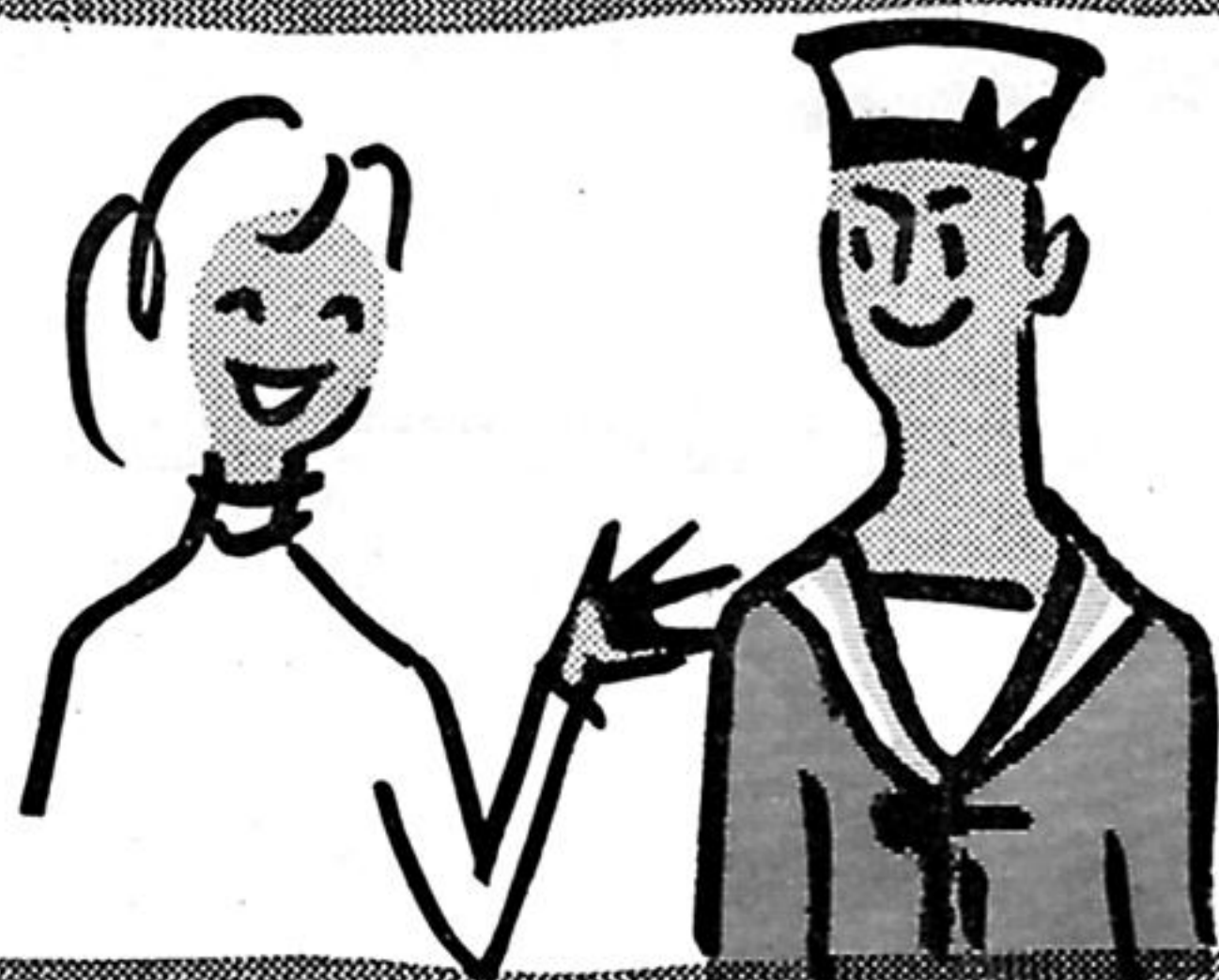
the estranged Sassenachs have not had a great deal to complain about.

The icy conditions have, of course, severely curtailed the flying programmes of the resident squadrons, but now that the thaw is complete aircraft are once more in the sky.

The helicopters stood by for a repeat performance of Operation "Snow-drop," but so far this year have not been required. Even the Caithness village of Braemore did not need any relief in spite of being cut off for more than 10 days, an excellent demonstration of Highland independence. The "choppers" have had other tasks, however, the most important of which was the search for survivors from the fishery protection vessel Freya.

The vessel, which belonged to the Scottish Home Department, was overwhelmed by heavy seas near the coast of Wick. In extremely difficult conditions the helicopter flown by Lieutenant G. Smith, combatted head winds and snowstorms to make the search. Although wreckage was sighted there was no trace of the three missing men.

touch  
a sailor  
for  
luck



smoke  
PLAYER'S  
for  
pleasure



Player's  
please





## NEPTUNE'S SCRAPBOOK



Admiral Sir Charles E. Lambe, G.C.B., C.V.O., has been appointed a Lord Commissioner of the Admiralty, First Sea Lord and Chief of Naval Staff, in succession to Admiral of the Fleet The Earl Mountbatten of Burma, K.G., P.C., G.C.B., G.C.S.I., G.C.I.E., G.C.V.O., D.S.O., L.L.D., D.C.L., D.Sc., to take effect in May, 1959.

Capt. R. E. Portlock, O.B.E., has been promoted to Rear-Admiral to date January 7, 1959, and to be Chief of Staff to the Commander-in-Chief, Far East Station, in succession to Cdre. C. H. Hutchinson, D.S.O., O.B.E., to take effect in March, 1959.

Vice-Admiral Sir Robert F. Elkins, K.C.B., C.V.O., O.B.E., has been placed on the Retired List to date December 30, 1958.

Rear-Admiral Sir Charles E. Madden, Bt., C.B., was promoted Vice-Admiral on December 30, 1959.

Vice-Admiral L. G. Durlacher, C.B., O.B.E., D.S.C., has been appointed a Lord Commissioner of the Admiralty, Deputy Chief of Naval Staff and Fifth Sea Lord, in succession to Vice-Admiral Sir Manley L. Power, K.C.B., C.B.E., D.S.O. and Bar, to take effect in February, 1959.

Admiral Sir Alexander N. C. Bingley, K.C.B., O.B.E., has been appointed Commander-in-Chief, Mediterranean, in succession to Admiral Sir Charles E. Lambe, G.C.B., C.V.O., to take effect on February 2, 1959.

Admiral Bingley will also succeed Admiral Lambe in the N.A.T.O. appointment of Commander-in-Chief, Allied Forces, Mediterranean.

Rear-Admiral C. L. G. Evans, C.B., C.B.E., D.S.O., D.S.C., has been appointed to be Flag Officer Aircraft Carriers, in succession to Vice-Admiral A. N. C. Bingley, K.C.B., O.B.E., to take effect in January, 1959.

Rear-Admiral G. O. Naish, C.B., M.L.Mech.E., was placed on the Retired List, to date January 1, 1959.

Admiral Sir John Arthur Symons Eccles, K.C.B., K.C.V.O., C.B.E., a former Commander-in-Chief, Home Fleet, and Allied Commander-in-Chief, Eastern Atlantic (N.A.T.O.), who retired last year after some 40 years' service, has accepted the Presidency of the Sea Cadet Sports Council.

Sir John, who joined the Royal Navy as a special entry cadet in 1916, passed

### Radical change made in lodging allowance rules

THE Admiralty has announced that there is to be a radical change in the lodging allowance rules. Hitherto payment of lodging allowance has not been permissible with the payment of marriage allowance when married men were separated from their families by Service reasons unless it could be proved that the movement of the family was impossible.

From April 1 the concurrent payment of the two allowances will be permissible to married men separated from their families for whatever reason provided public single accommodation is not available for the husband at his place of duty.

The new rules will get rid of a source of dissatisfaction, for many married men have felt unable to uproot their families, but their reasons could not be accepted for the payment of lodging allowance and the man has sometimes been a lot out of pocket.

as an interpreter in 1924 and, as one of the very few Royal Navy personnel speaking fluent Japanese, served as a staff officer (intelligence) with the Commander-in-Chief, China Station. He is also a ju-jitsu expert and a member of the Japanese wrestling order of the Black Belt.

Admiral Sir Frederick Parham, until last July Commander-in-Chief, The Nore, has been placed on the retired list.

Vice-Admiral Sir Richard Onslow, the Commander-in-Chief, Plymouth, has been promoted Admiral to date January 31.

Rear-Admiral R. H. Wright, Flag Officer (Flotillas) Home Fleet, has been promoted Vice-Admiral to date January 31.

Capt. M. McMullen, a Supply and Secretariat Specialist, has been appointed Captain of the Fleet, Far East Station. It is the first time that an officer not of the Seaman specialisation has been chosen for this post.

Lieut. de Vaisseau R. Boussard, of French cruiser Colbert, fell into the sea as his ship was preparing to leave Portsmouth and died later. The cruiser was berthed alongside H.M.S. Vanguard and two of her crew, Engineering Mechanic T. Smith and Leading Engineer Mechanic N. Long, jumped fully clothed 30 feet into the sea to rescue the French officer.

The Director of the Women's Royal Naval Service, Commandant E. L. E. Hoyer-Millar, paid an official visit to H.M.S. Excellent on January 22. The Commandant took the salute as personnel marched past after Divisions on the parade ground.

### Scottish Parish for well-known Chaplain

THE many friends of the Rev. "Jock" Grant, well known in Lee-on-Solent and the Portsmouth area, will be interested to learn that he has been elected minister in the Parish of Scone, near Perth, and he was inducted there on January 28.

Mr. Grant says that Scone "is a delightful village two miles out of Perth on the Forfar Road, and of course its churchyard goes down in history as the original home of the Scone Stone in which place it rested, as the crowning place of Scottish kings until it was taken to Westminster."

Scone's population is approximately 2,000, and Mr. Grant says that he is very happy in his new work. The Scot in him comes out when he says: "The parish is set in the centre of the loveliest mountain, river and loch countryside in the United Kingdom and the sea is not too far away."

### FIRST WORLD WAR EXPLOIT RECALLED

THE Flag Officer Submarines issued the following Special Order of the Day on January 27, the 39th anniversary of the loss of H.M. Submarine E.14.

On January 27, 1918, H.M. Submarine E.14, under the command of Lieut.-Cdr. Geoffrey Saxton White, Royal Navy, left Mudros in the Aegean on a special mission to attack the damaged German cruiser Goeben, which was reported to be aground off Nagara Point, inside the Dardanelles.

After forcing the Narrows, E.14 failed to locate the cruiser and turned

## H.M.S. CONDOR BASKS IN REFLECTED GLORY First officer's TV debut

EVERY television set in H.M.S. Condor and in the official quarters of the Royal Naval Air Station had a "full house" on Wednesday night when First Officer Vonla McBride, from Condor, was one of the panel of three experts who were challenged in the "Animal, Vegetable or Mineral" game in the B.B.C. TV programme by the authorities of the National Maritime Museum.

Vonla opened the batting for her side, and many breaths were held while she responded to Mr. Glyn Daniel's request to give some comments on the first exhibit, a rather delightful model of one of England's wooden walls. Most erudite on the question of St. Patrick's cross missing from the flag (a clue as to the date of the ship), Vonla went on triumphantly to secure first blood for her side.

After this she never faltered and her host of friends were delighted to see how easily and charmingly she made her television debut. Her comparison of pemmican to "Pusser's yellow," and her astonishing knowledge of the nocturnal were two other high-lights in a sparkling performance which gave much reflected glory to Condor.

#### CHRISTMAS CONCERT

A Christmas concert in a Service establishment is usually a brisk, breezy and humorous occasion. H.M.S. Condor's "Two Tone Blues" concert party on Tuesday night gave a concert before a packed audience.

The concert commenced in a "naughty" vein with a can-can dance number of a troupe of Wrens appropriately dressed as French dancing girls. The girls may have lacked the polish of the Folies Bergere, but they were none the less the hit of the show.

Trainees, petty officers and chiefs, officers and W.R.N.S. officers all combined to entertain the audience and without a doubt the show was enjoyed by all.

#### BAMBARA TROPHY

Amid scenes of terrific excitement, the Condor rugby XV went down fighting in the final of the Bambara Trophy contest to the visiting team, the chosen representatives of R.N.A.S. Yeovilton.

The score of a try and a penalty goal (six points) to a penalty goal (three points) may be said very fairly to represent the run of the game, and none would agree more readily than the Condor team that they were beaten by a side which definitely showed just that extra amount of finish to make all the difference.

#### SETTLING DOWN

Christmas and Hogmanay are both over and the Naval Air Station at Arbroath is settling down after the festivities.

The Christmas season seems to begin earlier every year, but the first indication at H.M.S. Condor was the stirring of the giant Christmas pudding by the Director of W.R.N.S., Commandant E. Hoyer Miller, who was also the guest of honour at the ladies' night in the Wardroom, where over 100 officers and their ladies were piped into dinner by P.O. G. Williams, in full Highland regalia. During the last

week of the term there were five dances and all were voted a great success. Three children's Christmas parties were held and the children of St. Christopher's Church Sunday School presented a series of seven nativity tableaux.

Rear-Admiral A. J. Tyndale-Biscoe (Flag Officer, Reserve Aircraft) and Capt. G. W. Tanner, Commanding Officer H.M.S. Condor, were guests of honour at the chief petty officers' end-of-term dinner. Cdr. P. Barber was similarly honoured at the rugby dinner.

Rear-Admiral J. P. W. Furse, C.B., O.B.E., Director-General (Aircraft), was the Inspecting Officer at the passing-out parade and he also presented the prizes.

#### EDUCATIONAL VISITS

Members of the 12th Term of apprentices who had finished their final examinations went on educational visits to various places of interest in Glasgow. They enjoyed conducted tours of Renfrew aerodrome, a brewery, a shipyard, an engineering works and a newspaper printing works, and other visits were paid to a television studio and a theatre.

H.M.S. Dainty recommissioned at Portsmouth on January 20 under the command of Capt. J. G. Wells, R.N. Families of the crew were invited to attend the commissioning ceremony and to have tea on board.

## U.S. praise for Sprat's crew

THE high standard of mutual co-operation that exists between the U.S. and our own Navies is now traditional. A fitting epilogue has recently been received to mark the end of the "X" Craft unit which has always given of its best in its varied tasks. The following letter from the Chief of Naval Operations, Admiral Arleigh Burke, U.S.N., has been forwarded from the Admiral, British Joint Services Mission, Vice Admiral G. Thistleton Smith, C.B.

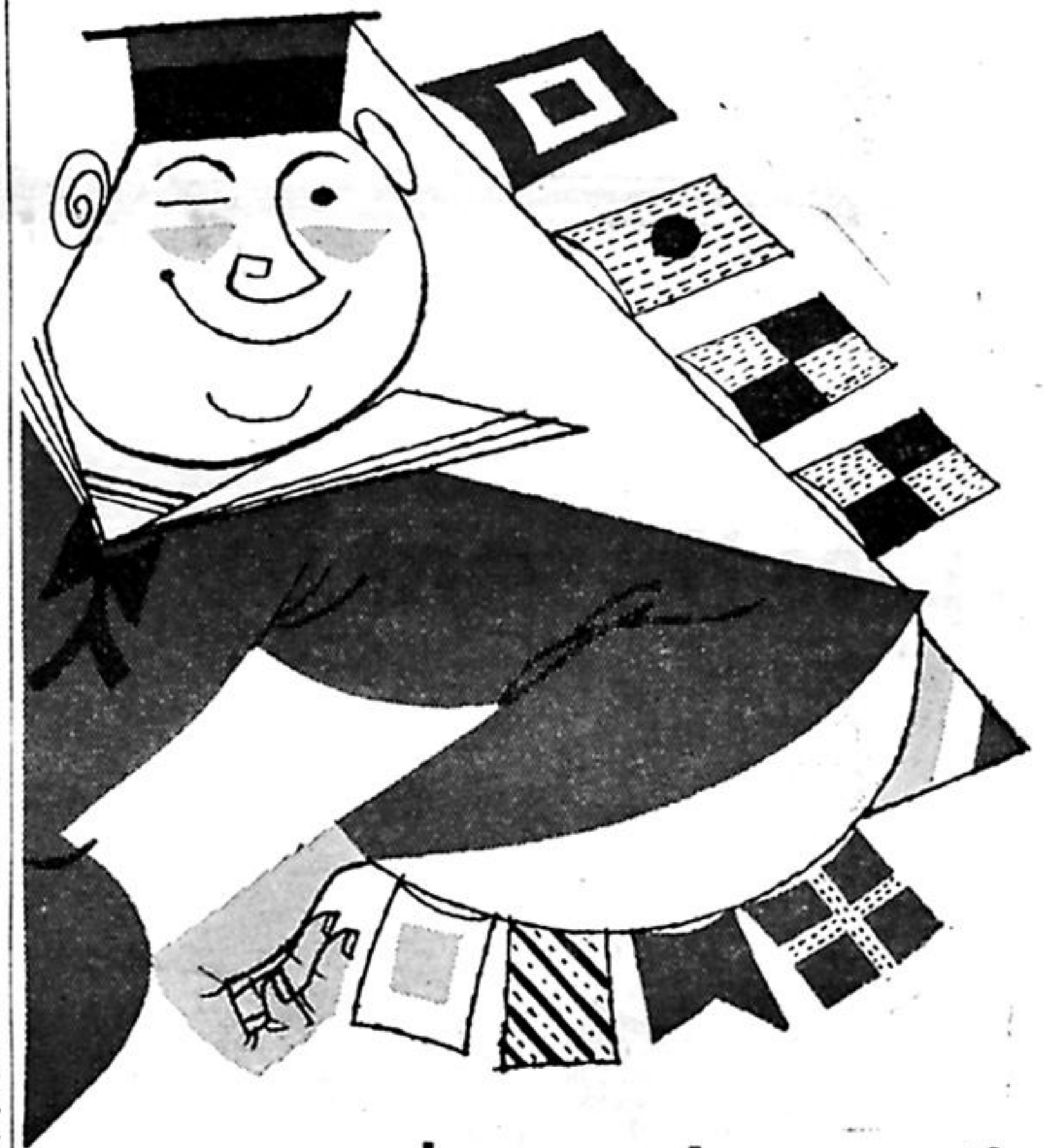
"The Commander-in-Chief, U.S. Atlantic Fleet, has informed me of the outstanding performance of H.M.S. Sprat while providing services to the U.S. Navy from July 1 to August 28.

#### SUPERB PERFORMANCE

The co-operation and superb performance of H.M.S. Sprat personnel and the willingness to perform all tasks requested made it possible to obtain very important data for evaluation of our equipment. The opportunity for members of our Navies to work together in this endeavour is greatly appreciated. It is particularly gratifying to note the harmonious and fruitful relations, both professional and social, that existed between the United States and Royal Navy Officers during this period.

The performance of duty of Lieutenants T. J. Andrews, T. D. Thompson and R. M. Hodgson, Royal Navy, cannot be praised too highly.

It will be appreciated if you will inform the Admiralty of our admiration of the outstanding performance of the officers and men of H.M.S. Sprat."



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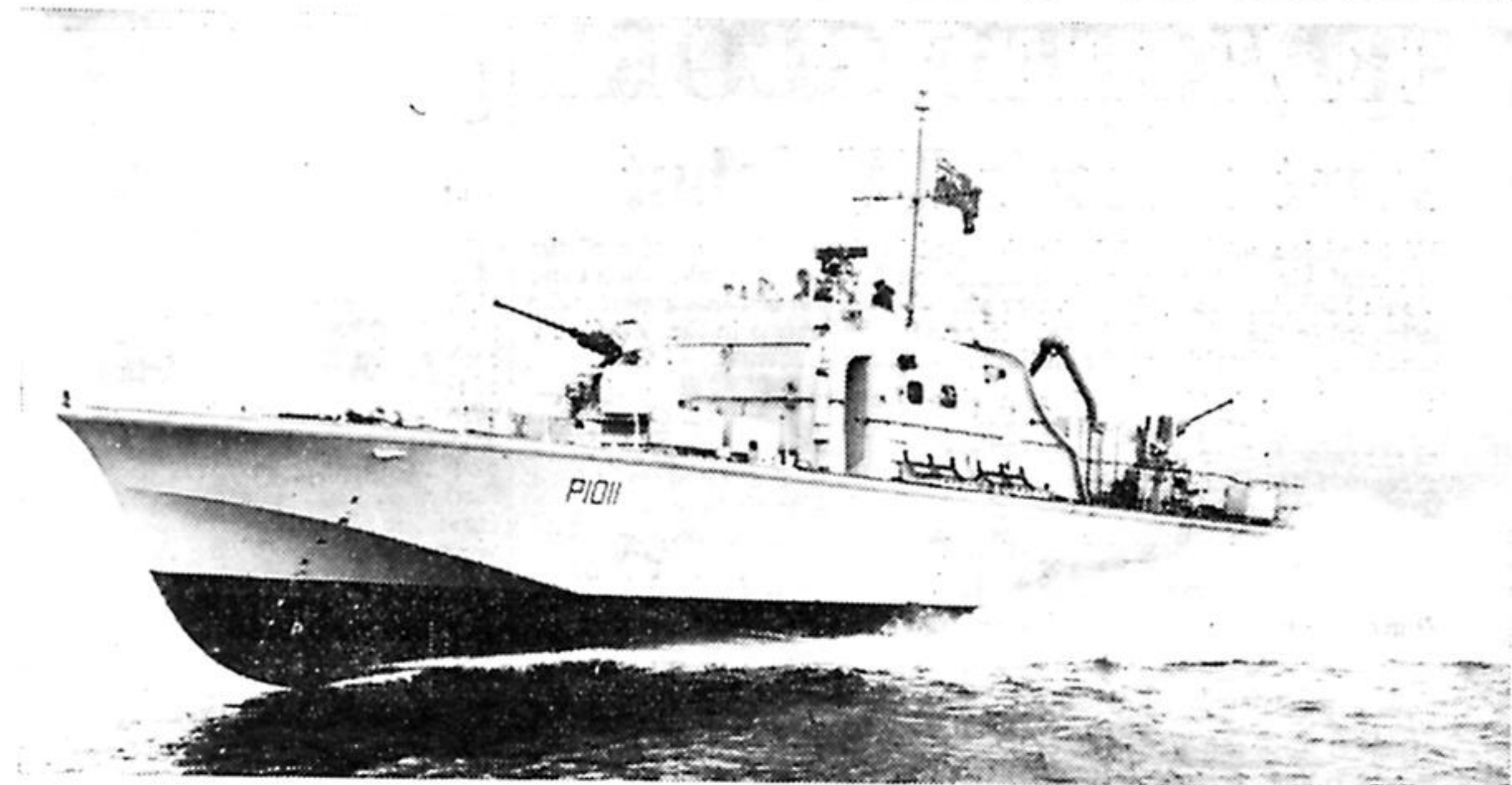
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# PATROL BOAT EXCEEDS 50 KNOTS



**U**NDERGOING trials from the yard of Messrs. Vosper Ltd., Portsmouth, her builders, is H.M.S. Brave Borderer, the first of two fast patrol boats of a new design.

The new warship is powered by three Marine Proteus gas turbines designed and manufactured by Bristol Aero-Engines Ltd., each of 3,500 maximum b.h.p. The generator units are two Rover gas turbines of 40 kw. each and all propulsion and generating is effected by gas turbines. No reciprocating engines are installed. The gearing linking turbines to propellers and for manoeuvring results from a special design by Messrs. W. H. Allen & Sons Ltd. of Bedford.

The construction is basically all-welded aluminium members as far as the load-bearing structure is concerned. Planking below water level is mahogany sheathed in fibreglass.

These fast patrol boats can carry four 21-inch torpedoes and one 40mm. Bofors or two 21-inch torpedoes and two 40mm. Bofors. The complement is three officers and 17 ratings. The craft are designed for offensive operations in enemy coastal waters and for a defensive role protecting our own coastal waters. During preliminary trials Brave Borderer exceeded 50 knots.

Of 95 to 100 tons displacement, the vessels are 96 feet long and 25 feet beam. H.M.S. Brave Borderer was launched in January, 1958, and her sister ship, H.M.S. Brave Swordsman, in May, 1958.

H.M.S. Brave Borderer, first of two Brave Class fast patrol boats which will help to keep alive Coastal Forces techniques in the Royal Navy.—Photograph: Vosper Ltd., Portsmouth

## Victorious ends trials with Firestreak

**H**AVING completed the work-up of her ship's company, squadrons and equipment in the Mediterranean H.M.S. Victorious returned to Portsmouth on January 14.

H.M.S. Victorious has just completed a series of trials of the guided missile "Firestreak," manufactured by De Havilland Propellers Ltd., with three specially equipped Sea Venom all-weather fighter aircraft in the Mediterranean. In the trials 80 per cent. of the missiles fired against drone aircraft flown from Malta were completely successful, and the remainder were very near misses.

These firings, which are the first by an operational squadron, have proved the ship's "Firestreak" system from packaged weapons, through the various stages of supply testing and handling.

They have thus prepared the way for the new Sea Vixen aircraft.

## Leadership and skill equally important AIRCRAFT TEAM CAN NOW BE TRAINED TOGETHER

**W**HEN Rear Admiral J. P. W. Furse, C.B., O.B.E., Director General Aircraft, spoke at the passing-out parade and prize-giving ceremony in the Royal Naval Air Station, H.M.S. Condor, Arbroath, he said: "In the old days of the Fleet Air Arm it was skill of hand, ingenuity and qualities of a handyman which mattered. Now we want the head as well as the hand in the maintenance of complicated aircraft; leadership of maintenance ratings is as important as technical skill."

Rear Admiral Furse mentioned that the occasion was the first prize-giving ceremony since Condor took over the whole aeronautical engineering training task of the Fleet Air Arm so that the Royal Navy's entire maintenance team of aircraft could be trained together.

### PRIZE LIST

The prize list for Aircraft Artificer Apprentices was: Admiralty Examinations, Basic Aircraft Engineering (8th Term), App. Woolmer, 10th Term, Craftsmanship, Fitting and Turning Joint, App. McKay, App. Williams. Sheet metal work, App. Stevens. 12th Term Technical, Airframes and Engines, Ldg. Ap. Winn, P.O. App. Brown. Ordnance, P.O. App. Glen.

St. George's Prize for the best all-round Apprentice, P.O. App. Brown. 12th Term Passing-Out Certificates,

P.O. Apps. Brown, Glen, Ross and Seely, Ldg. Apps. Bolton and Winn, Apps. Constable, Hill, Jennings, Middleton, Ralph, Seene, Usher and Waterfield.

The Captain Sebastian Cup for all-round proficiency (9th Term). The awards for aircraft mechanics were: Admiralty Examinations—Aggregate of School, Technical and Craftsmanship, No. 26 Course A/E—A./P.O.A.M. Harris, Herbert Lott Trust Fund Prize for the Top Mechanician, A.P.O.A.M. Harris. Local Examination, No. 31 Course A/E Special Merit Prize, A./L.A.M. Owen, N.A.M. Tonnér.

Petty Officer Air Fitter (A/E) or (O) awards were: Admiralty Examination, No. 23, Petty Officer Air Fitter (A/E), I, L./A.M.(A/E) D. Wilkinson, Herbert Lott Trust Fund for the Top Petty Officer Air Fitter, L./A.M. (A/E) D. Wilkinson.

Awards to Leading Air Mechanics were: Admiralty Examinations, No. 8/58 Leading Air Mechanics Course, I and certificate, N.A.M.(A/E) Ponting.

## ALBION DOES A "B.P." EXERCISE



Helicopters of 820 Squadron, H.M.S. Albion, flying over Singapore jungle in echelon

## Another coastal minesweeper commissioned

**H**M.S. Maryton, a coastal minesweeper was commissioned at H.M.S. Diligence, the small ship commissioning base at Hythe, on January 20.

The Commissioning Service was conducted by the Reverend W. V. Foot, B.A., Royal Navy, the Naval Chaplain of the Reserve Fleet at Portsmouth. The Commanding Officer is Lieutenant G. T. J. O. Dalton, Royal Navy.

H.M.S. Maryton was built by the Montrose Shipyard and launched in April last year by Lady Cuthbert, the wife of Vice Admiral Sir John Cuthbert, K.B.E., C.B., who was at that time Flag Officer Scotland. Admiral Cuthbert has now retired and lives at Hurstbourne Tarrant, near Andover and he and his wife attended the ceremony. Also present were the Commanding Officer of H.M.S. Diligence, Captain R. C. Watkin and families and friends of the officers and ship's company of H.M.S. Maryton.

H.M.S. Albion went east of Suez on November 1 and, having H.M.S. Bulwark in the Mediterranean, took up duty in Eastern waters.

The first call to duty came when threats of a general strike in Aden, at a time when the only naval force in the harbour was two coastal minesweepers, led to the decision that Albion should proceed with all haste to provide assistance should it be necessary. Fortunately, the strike was averted and Albion was able to return to her original programme—arriving in Aden on November 5. There she stayed for five days, sailing on November 10 to rendezvous for Exercise Midlink.

The object of this exercise was to train ships and aircraft of the Baghdad

Pact member countries in co-ordinated operation. Pakistan, Turkey and Great Britain were represented, and the U.S.A. although a non-member also participated. H.M.S. Albion only took part in the last two phases, during the first of which she acted as an airfield and provided air strikes against a convoy in the Gulf of Oman. In the last phase she acted as the convoy escort and carried out strikes against a raider group, also assisting in anti-submarine warfare.

Albion arrived at Karachi on November 17, and stayed there for four days while the exercise was analysed. From Karachi she sailed to Singapore, exercising as she went. At Singapore came the first break from routine since leaving England. The squadrons were disembarked to the local air stations and a brief self-maintenance was effected.

On December 2 the flag of the Flag Officer, Second in Command, Far East Station, Rear Admiral V. C. Begg, D.S.O., D.S.C., was hoisted, and on December 14 the ship left Singapore for Hong Kong, where she spent Christmas, leaving for Australasia in the New Year.

After giving leave, H.M.S. Victorious will re-embark her squadrons and return to the Mediterranean to take part in a N.A.T.O. exercise.

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## JUST AN ORDINARY WASHING WRINGER LED TO

**His first flight:  
Trip on Victorious:  
Steered Submarine  
when submerged:  
Transported by  
Breeches buoy:**



Roger Collingbourne is seated on the right in the seamen's mess in H.M.S. Dartington

Whisked away from his quiet home amid the rolling hills of South Devon, young Roger Collingbourne began 1959 with 10 days of fairy-tale adventure in the air and at sea. In that short space of time he had his first taste of flying, straight to the sun-drenched island of Malta in a B.E.A. Viscount and later a short but exciting trip from the deck of an aircraft carrier in a Sky Raider. He went target shooting with a revolver, spent a day in a submarine and had the thrill of being transferred from one ship to another by breeches buoy.

Why the V.I.P. treatment for a young lad? It's quite simple—he lives in Dartington, the village which "adopted" coastal minesweeper H.M.S. Dartington when she was

commissioned. Since then local organisations have been raising money for the ship's amenities fund, and the crew's welfare committee decided to say "thank you" by inviting someone from the village to be their guest in Malta for 10 days.

Roger was chosen, and his only instruction from the villagers of Dartington was to bring back a photograph of the first "amenity" supplied to the ship. It was... a clothes wringer, but let Roger tell you the tale himself.

### FIRST FLIGHT

"I left Dartington on December 31 and was met at Paddington Station by Mr. C. Gooden, a Signaller of H.M.S. Dartington, who had been on leave and was to accompany me to Malta.

"We left London Airport in a B.E.A. Viscount early on New Year's Day and after a comfortable flight arrived at Malta at 10.30 a.m. It was a very thrilling trip for me as it was my first flight.

"At Luqa Airport we were met by Lieut. P. J. T. Tuke, First Lieutenant of the Dartington, who took us to the Ship by car. She was then in dry dock. After being welcomed by the Captain, Lieut. Com. J. K. Arbuthnot, I was taken on board where I was interviewed by B.B.C. reporters and had a number of photographs taken. I wasn't prepared for this reception and I must say I felt rather nervous.

"H.M.S. Dartington is a minesweeper with a complement of 27 officers and men. Everyone was very

kind to me and I was soon made to feel very much at home. I had my meals with the crew and slept in a bunk. They have an excellent chef, and the food was good.

### WITH FLEET AIR ARM

"On Friday, January 2, I was taken to H.M.S. Victorious, shown round the carrier in the morning and in the afternoon I watched the aircraft taking off and landing on the flight deck. By this time, Victorious was well on her way back to England and I was flown back to Malta in a Sky Raider.

"For this trip I was strapped in complete with helmet, parachute and life-jacket. This was a great experience, and as it was a small aircraft it was rather a rough and bumpy flight, but I enjoyed it very much indeed. After 20 minutes we landed at Hal Far, a naval airport and air traffic control base, where I was again confronted with photographers!

"Capt. Arbuthnot met me and took me back to H.M.S. Dartington, which was now out of dry dock and afloat in Sliema Creek.

"After breakfast on Saturday, yet another reporter turned up to keep a check on my activities, but I was now getting used to all this publicity and was no longer nervous! In the afternoon I was taken by two of the officers to a near-by shooting range, where we fired at targets with revolvers.

"I was invited that evening to dine with the Captain and his wife at their house. There I spent a most enjoyable evening and arrived back on the ship at 11.30 p.m.

"The next two days were devoted to sight-seeing tours of Malta. It was quite hot and I felt that Malta, during the height of summer, might not be so pleasant.

### DAY IN A SUBMARINE

"Then I had a day's trip in a submarine, H.M.S. Tapir on exercises. We were submerged most of the time and I was very pleased to get to the surface again as it was very hot and stuffy. When we got to the surface, however, it was very rough. I was allowed to steer the submarine for a time, and it was a very interesting and exciting day for me.

"As H.M.S. Dartington was called unexpectedly to Cyprus, I was not able to spend all my holiday on her, but I went out in her on the way for a day and was then transferred by breeches buoy to another minesweeper H.M.S. Woolaston; this was another great experience for me. I wasn't really nervous, although the crew threatened to give me a ducking. I spent two days on board H.M.S. Woolaston and this time slept in a cabin on the bridge and had my meals with the officers.

"There are two things which I must mention here, firstly that the Ship's Company of H.M.S. Dartington were very pleased with the wringer sent to the ship by the Parish of Dartington as the sailors' choice of a necessary "comfort." Secondly, the Dartington's pet, a white guinea pig, which loved to lap up rum from a saucer.

"I shall always look back on my visit to Malta with great pleasure, and would like to take this opportunity of thanking everyone who helped to make the trip so enjoyable. My thanks particularly to the officers and crew of H.M.S. Dartington whose idea it originally was: to the Admiralty for permitting it, and the H.M.S. Dartington Amenities Fund Committee for its help in all the arrangements."

## Floating dock to be built at Portsmouth

THE keel of Admiralty Floating Dock 59 was laid at H.M. Dockyard, Portsmouth, on New Year's Day.

The dock will be capable of accepting submarines of the latest types, including the nuclear submarine Dreadnought, while destroyers and frigates will also be accommodated.

It will be fully equipped to carry out the routine maintenance and repair of ships and to provide accommodation and facilities for the dock crew and the crews of ships in dock in accordance with latest standards.

## Naval Exhibits at Boat Show

AT this year's National Boat Show at Olympia the theme of the Royal Navy's stand was the opportunities for recreational boat-work and sailing afforded by the Service. Shipwright Artificer Apprentices from H.M.S. Caledonia displayed a 14 ft. naval sailing dinghy.

In addition, a mixed party of junior ratings of the Seamen, Naval Airmen, Engineering and Electrical Branches from the New Entry Training Establishments, H.M.S. Ganges, St. Vincent and Raleigh, built a two-man canoe such as are built by many establishments for week-end excursions and "Outward Bound" training. Also on view was the canoe in which the Royal Marines won the 1958 Devizes-Westminster race.

Alongside the careers desk was a cinema projector showing "Gateway to Adventure"—a film of the career of a young Naval cadet—and a recreational film recently completed by H.M.S. Bulwark in the Mediterranean. The excellent shots of water skiing behind a helicopter in this film are thought to be unique.

## SALVAGE MONEY IS NOW READY

ADMIRALTY Fleet Order 166/59 states that the award of salvage services rendered to the Swedish Tanker Julius by H.M.S. Loch Fyne, on July 8-12, 1956, is ready for distribution, and that applications for those eligible should be forwarded to Director of Navy Accounts, Branch 3A, Admiralty, Bath, by Commanding Officers of ships and establishments in which entitled personnel are now serving.

## Credit Holidays for Service Men and their Families

WHILE travel agents in the United Kingdom have introduced low-interest schemes to provide holidays on 12 monthly out-of-income payments for all types of holidays and tours, with a sliding scale of interest charges, varying from 7½ per cent. according to the number of payments made, the Malta Airlines, to assist Service personnel stationed in the Mediterranean going on home leave between Malta/London or Gibraltar/London and vice-versa, have instituted an instalment plan whereby Service personnel and their families will be able to travel against a deposit payment of 25 per cent. of the fare with the balance payable over the next five months without any premium or interest charge.

During 1958 hundreds of Service personnel have travelled on this scheme with satisfactory results.

These facilities are offered by the Malta Airlines, Malta, and Messrs. M. H. Bland & Co. Ltd., Gibraltar, jointly. Travel is by B.E.A. scheduled services at the present Forces Reduced Fares: Malta/London £32 night tourist flights against £52 12s. (civilian day flights), and Gibraltar/London £31 15s. against £52 17s.

## Another frigate for West Germany

The former frigate Flamingo was accepted by the German Federal Navy on January 21 at the Palmers Hebburn Works of Vickers-Armstrongs (Shipbuilders) Ltd., at Hebburn-on-Tyne, where she has been refitted.

She is the third of seven frigates bought from the Royal Navy a year ago to join the West German Navy in which she will be used as a Cadet training ship based on Kiel under the command of Fregattenkapitan A. Collman.

## A Flying Admiral



The Flag Officer Air (Home), Vice-Admiral W. T. Couchman, K.C.B., C.V.O., D.S.O., O.B.E., underwent a refresher course in flying jet aircraft at R.N. Air Station Lossiemouth recently. During his course he did most of his flying in Sea Hawks and made no fewer than 15 trips, more than half of them solo. After being dined in the wardroom, Admiral Couchman remarked what a treat it was to get away from his "in" and "out" trays. With the Admiral is Lieut.-Cdr. J. D. Baker, R.N., C.O. of 736 Squadron

By Royal Warrant of Appointment to the Prince of Wales, 1902

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## THE END OF 'THE LIVERPOOLS'

# Rout of the Persian Gulf Pirates is recalled

## VETERAN OF MALTA CONVOYS GOES TO THE BREAKER'S YARD

**T**HE breaking up of H.M.S. Liverpool, now taking place at the shipbreaking yards at Bo'ness, brings to an end the service of the sixth warship of that name, and will bring back to thousands of Service men recollections of this famous ship.

The first H.M.S. Liverpool was launched in July, 1741. She carried 44 guns—20 12-pounders on the lower deck, 20 6-pounders on the upper deck, and four 6-pounders on the quarter-deck. The ship cost £6,129 or £9 a ton, and for her first tour of duty she patrolled the coast of Spain and the Mediterranean.

After several years in the Mediterranean she returned to Woolwich in 1749, where she was paid off. She had no further service, and seven years later was sold for £494.

The second ship of the same name was launched two months later. A much smaller vessel, she carried 28 guns and cost only £4,900. After extensive tours of duty in the Atlantic, she was posted to the North American coast where the fleet, under Vice-Admiral Lord Howe, was supporting the English Land Forces in the War of American Independence.

Several months after arriving off the American coast, however, she grounded and sank in heavy weather, but reports say that all her crew were saved.

Thirty-six years elapsed before another warship of the name Liverpool sailed the seas.

Launched in 1814, after taking only 10 months to build—tonnage was 1,239 tons—almost double that of the first warship bearing the name.

### AGAINST PIRATES

High-lights of this warship's service were the actions against pirates at the port of Ras-al-Khyma, in the Persian Gulf. In one month the Liverpool destroyed the fortifications at the port and captured all the pirate ships; Liverpool's casualties were three injured. After eight years of service she was sold at Bombay for £3,780.

The next Liverpool was more like the warships known today—a fourth-rate screw frigate of 2,456 tons, with 600 h.p. engines. She had one funnel which could be lowered when the ship was under sail.

She carried 39 guns and a crew of 540 men and was one of five sister ships, the others being the Shannon, Liffey, Topaze and Bacchante, described at the time as "the finest ships in the Royal Navy."

### KEEL TORN AWAY

In 1864, while cruising off Monte Cristo, in San Domingo, she stuck three times on a reef, and later it was discovered that nearly all her false keel had been torn off. After several months at Port Royal she returned to Plymouth in a "rather leaky condition."

After being repaired, and colliding with other warships at yearly intervals, H.M.S. Liverpool went on a round-the-world cruise to "show the flag." While doing so the Liverpool and other ships of the detached squadron covered 53,000 miles in 381 sailing days.

In 1872 she was declared obsolete and in 1875 went to the breaker's yard.

The 1908 estimates catered for yet another Liverpool. After three years 15 warships of the same size—the Town Class—were built. They were all of very similar design, size and appearance with four funnels, the centre two being slightly larger, and two tall masts.

Armament was only two 6-inch and 10 4-inch guns, and the displacement was 4,800 tons. The ship was origin-

ally described as a second-class protected cruiser.

### BOUGHT BY GERMANS

This cruiser saw distinguished service in the First World War and in 1920 was put up for sale, and the Germans, who had been doing their best to sink her a few years previously, bought her and towed her across to Wilhelmshaven, where she was broken up.

The last warship bearing the name Liverpool, and the one now being broken up, was built as part of the 1935 programme, a Southampton class cruiser. When she launched her, Mrs. Montague C. Norman received a fine rope of jade beads in a silver casket as a memento of the ceremony.

Completed in 1938, she was almost 600 ft. long, standard displacement of 9,400 tons and her power units developed 82,500 h.p., giving a speed of more than 33 knots.

Fitted with nine 6-in. guns in triple mountings, she was built to carry eight 4-in. A.A. guns, 24 2-pounder pom-poms, four 2-pounder guns, 12 20-mm. Oerlikons in twin power mountings, and seven 20-mm. single-mounted Oerlikons. She also carried six 21-in. torpedo tubes in triple mountings and depth-charge armament.

Her first actual contact with the enemy was when she intercepted the Japanese liner Asama Maru 35 miles from the coast of Japan on January 21, 1940, and removed 21 German officers and men, survivors of a German ship.

### HIT BY TORPEDO

In May she was transferred to the Mediterranean Command and became part of the 7th Cruiser Squadron based at Alexandria. In October she was attacked by an Italian aircraft and was hit by a torpedo, which broke off the bow, carrying away "A" turret.

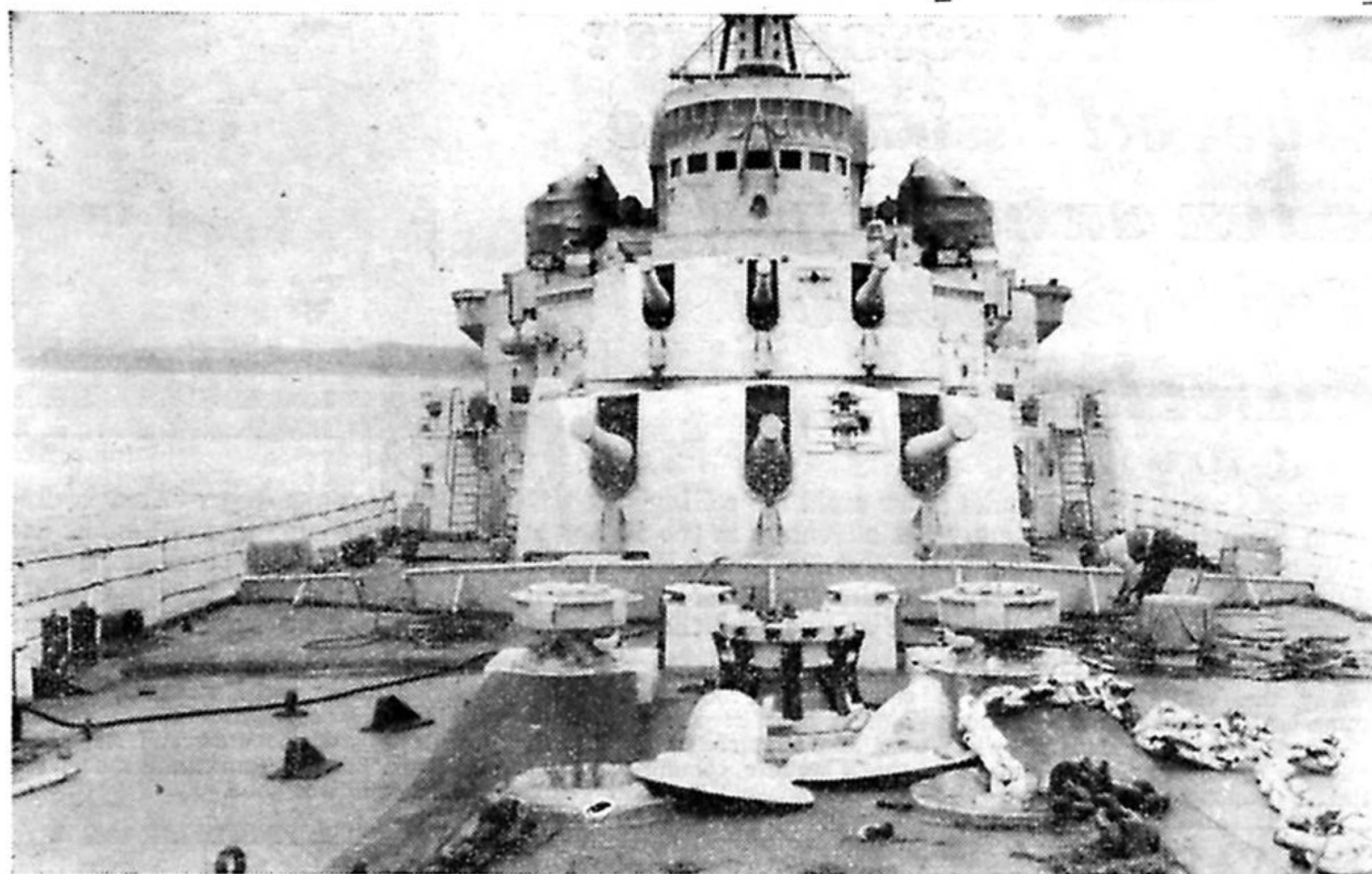
Repairs were carried out and in May, 1941, she sailed to Singapore, then to Manila and San Francisco. In March, 1942, the Liverpool joined the 18th Cruiser Squadron of the Home Fleet and two months later was in convoy with Nigeria, Norfolk, Kent and three destroyers as escort to the famous PQ16 convoy.

Immediately after this duty was over, Liverpool was sent south to take part in Operation Harpoon—the re-victualling of Malta. The main escort consisted of Malaya, Eagle, Argus, Kenya, Charybdis, Liverpool and eight destroyers.

The convoy, which was six merchant ships in addition to the heavy show of armour, was attacked by Italian aircraft. It appeared that the Liverpool was singled out for special attention because she was hit almost at once. For the next three days, while being towed by the destroyer Antelope to Gibraltar, she was subjected to continuous onslaught. However, the Liverpool was credited with five enemy aircraft.

After repairs at Rosyth, she joined the Mediterranean Fleet and sailed for Malta and remained in the Mediterranean until May, 1952, when she was reduced to the Reserve Fleet. She was used as an accommodation ship for some time, and then was finally placed in extended reserve and laid up in the Outer Basin at Portsmouth until being towed north to Bo'ness last year.

R. B. SUMMERFIELD.



Liverpool in the shipbreaker's yard last year as she was about to start her "break-up." — Photograph: T. W. F. Walker, Moseley

## NEWS OF OTHER NAVIES

# Soviet junior officers are given tests on handling the entire navy

By DESMOND WETTERN

**C**ONSIDERABLE concern is being expressed in Soviet naval circles about the training of junior officers. Recently the commanding officer of the destroyer Surovki wrote, with official permission, in the paper "Krasnaya Zvezda" that too much was put into the examinations set for a watch-keeping certificate. Too many problems, such as all the tactical rules for handling a fleet or squadron, had to be studied by junior officers.

During the early years of his naval career such problems would be handled by others far more senior to him. On one occasion a lieutenant in the Surovki was asked by some examining officers to give the rules covering an engagement at sea of various classes of warships. On getting only half an answer the examiners severely reprimanded the young officer. But, the writer pointed out, it was not necessary for him to know such things at this stage in his career.

Equally, he added, it did not seem necessary that the officer of the watch should know all the rules of navigation as the ability to take an ordinary running fix would be most usually required. It certainly was unnecessary for him to maintain a constant plot. In bad weather or in crowded anchorages the captain or the navigator would take charge of the ship's navigation and the officer of the watch would be operating the P.P.I. repeater.

The writer felt that emphasis should be placed in a junior watch-keeping officer's training on station-keeping, obtaining accurate fixes and in making rapid decisions from the plot.

### COULD NOT USE LOG TABLE

Recently one officer had arrived on board the Surovki straight from the Naval Academy knowing little about station-keeping, the rule of the road, flag signals, how to read the constant plot, helm orders, maintaining the log or using a log table.

The writer concluded by urging that greater attention should be paid in the Academy to teaching midshipmen practical navigation rather than theoretical problems and their solution. This would also save other officers in a ship having to devote much of their time teaching a junior officer what he should have covered in the Academy. At present, in the Soviet Navy, the officer without a watch-keeping certificate had a far easier life. One solution to the problem might be to institute a specialist qualification such as watch-keeping officer 1st and 2nd class as an encouragement for the young officer to obtain his watch-keeper's certificate.

### UNITED STATES

Towards the end of last year it was widely circulated in American naval circles that the operational carrier strength of the U.S. Fleet was to be

reduced from 15 to 13. This was due to a very stringent budget. Much of the present U.S. naval expenditure is being devoted to research and development.

The future of the large number of battleships still in mothballs in the U.S. Fleet has recently produced some interesting ideas. One newspaper suggested that they would be moored in the Great Lakes to help the Army in Continental air defence. Another suggestion was that they should be converted into A.A. missile ships for protecting Task Forces. The most useful suggestion was that made by a retired admiral who pointed out that had the Chinese Communists stepped up their shelling of the Nationalist-held islands off the China coast these ships would have had a part to play firing at enemy shore positions.

### REORGANISED

The U.S. Atlantic Fleet has recently been reorganised. Three anti-submarine groups are now undergoing intensive training. One group consists of a number of the new Dealey Class destroyer-escorts (rather similar to our own Blackwoods working with one of the big destroyers of the Mitscher Class (similar to our own Whitbys) and shore based anti-submarine aircraft. The other two groups are similar except that carriers and their aircraft replace the shore-borne aircraft. During last summer seven of the new Dealey Class made a successful cruise to the Mediterranean in company with the carrier Wasp.

The old cruiser Olympia, which is preserved as a National Shrine and Marine Museum, recently arrived at Philadelphia flying the flag of Rear-Admiral H. R. McLean. She will be moored in the Delaware River where she now lies after a long refit.

### NIGERIA

The Algerine Class ocean minesweeper H.M.S. Hare, at present in operational reserve, is to be transferred to Nigeria. She will be joined by a Seaward Defence M.L. The date of transfer is not yet known. Other equipment to be presented includes a mobile anti-submarine training unit and towed Asdic repeater target. In all £250,000 worth of equipment is to be handed over.

## Havant's secretary retires after eight years

**A**DAMIRAL Sir Harold Burroughs, G.C.B., K.B.E., D.S.O., presided when Havant Branch held their annual meeting on January 3. Shipmate P. I. Edwards, who had been secretary for eight years, had indicated his intention to resign and Shipmate P. E. Rideout, the previous year's treasurer, was elected in his place.

Shipmate H. P. Casey was re-elected chairman and also undertook to act as hon. treasurer until another could be found. Shipmate H. C. Craft, standard bearer and welfare officer, and Mrs. V. Craft, hon. social secretary, were re-elected.

Shipmate C. J. Snow may be leaving the district shortly, but he was elected to carry on as delegate. Shipmates P. I. Edwards and J. S. Gustar were elected to the committee.

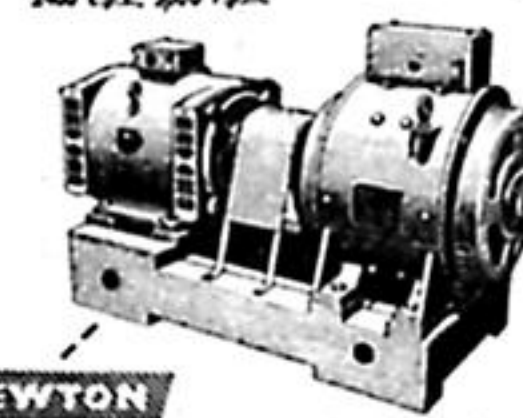
On January 12 some members met those helping to run T.S. Loyalty, the Nautical Training Corps, which it is expected will start in Leigh Park on March 6, although the official commissioning will not take place then.

## Vocational Training for those overseas

**A**DAMIRALTY Fleet Order 165/59 states that the Ministry of Labour and National Service have made arrangements to give regulars serving overseas equal opportunities to take vocational training courses as those who spend the last three months of their service at home. Any regular serving abroad who does not expect to return to the United Kingdom three months or more before discharge may apply to the Regional Liaison Officer of the region in which he intends to settle. The date of his eventual application for a vocational training course will be taken as the date of original enquiry from overseas, or three months before date of discharge from the Service, whichever is the later.

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## LAWYER'S OFFICE TO WINDMILL

Lovely 18-year-old Christine Fraser, of Kenton, now at the Windmill, was a solicitor's clerk before she decided to make the stage her career. She made her debut at the Windmill in December, 1956, and is now one of the most popular of the Windmill Girls. Her younger sister, Suzanne, is also a Windmill Girl.

## NEW ZEALAND FRIGATE SETS PACE FAR EAST REGATTA

THE Far East Fleet regatta was once again held in Junk Bay, Hong Kong, last November. As H.M.S. Newfoundland was the only cruiser, there was no Fifth Cruiser Squadron regatta. The Fleet regatta was contested by Newfoundland, Eighth Destroyer Squadron, Third Frigate Squadron and Tamar, while the Small Ships regatta was contested by Cossack, Cheviot, Cardigan Bay, St. Brides Bay, Crane, the New Zealand frigate Rotoiti and the Australian frigates Quiberon and Quickmatch.

Racing started with a resounding win for Rotoiti's junior ratings. The next three races all went to Cossack. In fact, with only one race to go before lunch it looked as though Cossack and the Eighth Destroyer Squadron would sweep the board. In that race the Newfoundland crew pulled magnificently to win by two lengths from Rotoiti, with Cossack third.

After the eighth race the destroyer squadron and the frigate squadron were level in the Fleet regatta, while Cossack led Rotoiti by four points in the Small Ships regatta. What would the last race—the Open—produce? A win by Rotoiti was not enough; Cossack had to be beaten into third place.

Cossack took the lead and after two cables four crews were practically neck

and neck—Rotoiti, St. Brides Bay, Rotoiti and Cossack. From there Rotoiti pulled away magnificently to win by four lengths with Cossack holding on grimly to second place.

### HONOURS EVEN

Honours were fairly evenly divided. Rotoiti, with the help of Crane's Chief Petty Officers and Petty Officers, had won the Fleet Cock for the Third Frigate Squadron, whilst Cossack had triumphed by one point in the Fleet regatta.

In the sailing regatta on the following day, the two dinghy races were won by Lieut. Morrison (Alert) and Shipwright Sleep (Newfoundland). The whaler races were for Montague whalers only, what may turn out to be the last time.

The ratings' race was won by P.O. Finn (Crane) and the open by Sub-Lieut. Russel (St. Brides Bay).

The regattas were followed by the Fleet rugby, soccer, hockey and boxing competitions. The first three were all won by the 8th D.S. who turned out some fine teams centred round such players as Lieutenant Idiens (hockey), Lieutenant Rodd (rugby and hockey), Lieutenant Rothwell (rugby and hockey) and Mechanician Delaney (rugby and soccer).

### BOXING FINALS

The 3rd F.S. produced a strong team of 17 boxers mainly from St. Brides Bay and Rotoiti who carried off the Fleet Boxing Trophy. The finals produced some fine bouts. At middle-weight O.S. Harvey boxed excellently to out-point S./Lieut. Lafferty, whilst at light-weight, A.B. Finlay gave a fine exhibition to out-point A.B. Lee.

Bantam : O.S. Smith, 3rd F.S. Feather : O.S. Randall, Newfoundland. Light : A.B. Finley, Newfoundland. Light Welter : Mnc. Smith, Newfoundland. Welter : A.B. Kennedy, Tamar. Light Middle : A.B. Bradford, 3rd F.S. Middle : O.S. Harvey, 3rd F.S. Light Heavy : Lieut. Rood, 8th D.S. Heavy : A.B. Siegg, 3rd F.S.

The Fleet rifle meeting was held at Stone Cutters' Island when Tamar was most successful in winning the team championship and the 200 yards rapid and snap.

### RESULTS

200 Yards, Slow, rapid and snap : Individual winner, C.P.O. Malig, H.K.R.N.V.R. Team winners, H.M.S. Tamar.  
300 Yards, Slow, rapid and snap : Individual winner, A.B. Joiner (Newfoundland). Team winners, H.M.S. Tamar.  
600 Yards Deliberate : Individual winner, Mid. Hart-Dyke, (Tamar).  
Run-Down : Individual winner, C.C.Y. Cook, (Rotoiti). Team winners, H.M.S. Crane.  
Bren L.M.G. : H.M.N.Z.S. Rotoiti.  
Team Titles : Hong Kong R.N.V.R.  
38 Pistol : Individual winner, A.B. Kemp (Cavalier). Team winners, H.M.S. Cheviot.  
Individual Champion : Surg.-Lieut. Scott (Tamar).  
Team Champions : H.M.S. Tamar.

## W.R.N.S. Inter-Unit Sports—Portsmouth

The W.R.N.S. Inter-Unit Sports Competitions, Portsmouth, have now been completed as follows: Badminton League Cup.—Royal Naval Barracks, Portsmouth, Runner-up: H.M.S. Collingwood. Squash Rackets Cup.—H.M.S. Mercury "A" team, Runner-up: Royal Naval Barracks, Portsmouth. Netball Cup.—H.M.S. Excellent, Runner-up: H.M.S. Mercury, Hockey Cup.—H.M.S. Mercury, Runner-up: H.M.S. Excellent. 22 Rifle League Cup.—Royal Naval Barracks, Portsmouth, Runner-up: H.M.S. Excellent "A" team. Individual Squash Rackets.—Leading Wren Clement, H.M.S. Mercury, Runner-up: Third Officer Gray, W.R.N.S., H.M.S. Collingwood.

# Air Command get the winning goal five minutes from time

## PROFESSIONALS IN ARMY SIDE

HOME AIR COMMAND, 4; R.A.M.C. (CROOKHAM), 3

AS a final workout for the Inter-Command Cup semi-finals, Air Command played a return game with the Royal Army Medical Corps (Crookham) on the Manor Way ground on January 9 which resulted in a win by 4 goals to 3. Crookham included six professionals.

The Army team made several good attempts, but Air took play to the other end and the first goal came to them after 12 minutes. A good run by Trickett found Goodwin clear on the left wing, his defence-splitting pass went to O'Leary in the middle who had only to tap the ball in. The Command goal survived three goal-worthy shots, woodwork and defenders coming to the rescue. One of the Army professionals playing at inside left was having a grand game and a hard shot by him took Hughes, the Command keeper, to full length to save at the expense of a corner. In the 44th minute the Army inside right equalised and within seconds went into the lead with a beautiful goal by their inside left.

### FARTHER AHEAD

In the opening minutes of the second half the Army went farther ahead with

a penalty. Weightman brought down the centre forward in the area, and this

was converted by one of the half-backs.

This setback spurred the Command team on to some good football. Boyes was brought more into the game and it was from his pass that Heath scored to narrow the Army lead. Air Command, fighting for the equaliser, achieved success in the sixtieth minute. O'Leary's shot from 20 yards was deflected by Heath away from the goal-keeper.

The Command's winning goal came five minutes before the end after a fine run by Boyes, who cut the ball back to Heath to give him his hat-trick.

## It took Home Air Command two days to reach semi-final

### HEATH'S HAT-TRICK SETTLES ISSUE

THE first of the inter-command soccer semi-finals was played at the U.S. Men's ground, Portsmouth, on January 14. The pitch, more suitable for skating, did not deter the teams from providing some entertaining and, at times, thrilling football.

Greenwood (Portsmouth) went close when a hard shot struck the upright. At the other end, Heath's (Air) header was well saved by the goalkeeper.

The opening minutes of the second half provided little chance for scoring, although Buck (Portsmouth) did manage to get the ball in the net only to be ruled off-side. An Air Command attack, minutes later, saw Heath score after a goal-mouth scramble, but this lead was short lived for, within seconds, Portsmouth had equalised through Greenwood from Watson's pass. There was no further scoring and, owing to the failing light, extra time was not practicable.

For the replay on the following day conditions were much better. Both teams made one change. Air showed far more aggressiveness than was evident in the previous game. After numerous attempts at goal they went into the lead when a pass to the right wing was hit first time by Boyes into the net.

Air went farther ahead immediately after the restart through Murray, whose shot was helped in by a defender. The H.A.C. team played some attractive football and as the result of an all-out effort in top gear, two further goals were scored in quick succession by Heath. Portsmouth never gave up trying, but the superior Air defence broke up all their efforts, which were quickly turned into a renewed attack on the Portsmouth goal. Fifteen minutes from time Heath, who

played very well throughout, scored number five for Air and his personal tally was three. Final: H.A.C., 5; Portsmouth Command, 0.

## W.R.N.S. Sporting Calendar

AMONG the sporting activities in which the Women's Royal Naval Service will take part during the next two months are the following: February 6: R.N. Women's Inter-Command Badminton Tournament in Chatham; R.N. Women's Service, 22 Rifle Team v. Portsmouth Ladies in Royal Naval Barracks, Portsmouth. February 7: R.N. Women's 22 Rifle Team v. Civil Service Ladies in London. February 9: Women's Inter-Service Small Bore Rifle Championships in London. February 12: Portsmouth Command Hockey Trials at U.S. (Men's) Ground. February 12 and 13: Women's Inter-Service Squash Rackets Championships at the Royal Naval College, Greenwich. February 15: Portsmouth Command Hockey XI v. Portsmouth Civil Service (Ladies) Combined XI at U.S. (Men's) Ground. February 21: Portsmouth Command Hockey XI v. Gosport County Grammar School at Gosport. February 22: Portsmouth Command Hockey XI v. Cosham Ladies at U.S. (Men's) Ground. February 26 and 27: R.N. Women's Inter-Command Hockey Tournament at Royal Marines Barracks, Eastney. March 2: R.N. Women's Service Hockey XI v. Civil Service (Ladies) at H.M.S. Excellent. Women's Inter-Service Hockey Fixtures.—March 4: R.N. (Women) v. R.A.F. (Women) at U.S. Officers' Ground. March 5: Army (Women) v. R.A.F. (Women) at U.S. Officers' Ground. March 6: R.N. (Women) v. Army (Women) at Royal Marine Barracks, Eastney. Netball.—March 9: Portsmouth Command Netball Trials in Royal Naval Barracks, March 11 and 13: Portsmouth Command Netball Team matches in Royal Naval Barracks, March 19 and 20: R.N. Women's Inter-Command Netball Tournament in Royal Naval Barracks, Portsmouth. March 23: Women's Inter-Service Netball Championships at R.A.F. Halton. Badminton.—April 24: Women's Inter-Service Badminton Championships at Wimbledon.

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# THE ROYAL NAVAL ASSOCIATION

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## CALENDAR

### No. 1 Area

February 28.—"Tramps Ball." Fancy-dress dance at Duke of York's H.Q., King's Road, S.W.3, 7.30 to 11.30. Valuable prizes.

### Dorking

February 14.—Children's party.

### Darlington

March 13.—Annual dinner at Imperial Hotel, Darlington.

### Hounslow

March 13.—Annual General Meeting.  
May 9.—Birthday dinner and social.

### West Ham

May 2.—Twenty-first birthday dinner and dance at the Pigeons Hotel, Romford Road, E.15. Tickets 17s. 6d; dance only, 3s.

### Thame

February 21.—Annual dinner, Churchill Arms, Long Crendon.  
May 24.—Annual trip to Portsmouth.

### Twickenham

February 27.—Annual dinner and dance at King's Head Hotel, Twickenham.

### Newcastle and Gateshead

March 14.—Tenth annual dinner, Liberal Club, Northumberland Street, Newcastle. Tickets 12s. 6d.

## EIGHT YEARS AS PRESIDENT

THE annual meeting of the Bognor Regis Branch of the Royal Naval Association was held at Branch Headquarters, The Orlando, High Street, on January 26, and a good muster attended including some old faithfuls and some new members who were warmly welcomed. The president, Cdr. H. West, D.S.C., R.N. (retd.), who has held office for the past seven years, and who is a founder member of the Branch formed in 1949, was again unanimously re-elected. Other popular appointments were Mr. Mark Simmons as Branch chairman and Mr. H. Stone as vice-chairman. In the absence of any willing successor, the hon. secretary, Mr. E. Gooding, agreed to continue in office for a further year.

In his report the hon. secretary stated that the Branch had held three very successful social evenings during the past year and had entertained members from the Chichester, Havant and Littlehampton Branches of the R.N.A. and other organisations.

The chairman said that it is hoped to increase the membership of the Branch during the coming year and by so doing to increase the social activities.

## Plymouth's 'do it yourself' dinner



The chairman and Mrs. Tregenna-Piggott show the Lord Mayor and the Lady Mayoress of Plymouth the birthday cake made by the ladies of the branch. The Rev. Tregenna-Piggott, who was chaplain of the Portsmouth Branch until his retirement from the Royal Navy in 1957, was Editor of "Navy News" from the paper's inception until 1957.—Photograph: "Western Morning News," Plymouth

## The good ship 'Croydon' visits Dorking

WITH boilers primed and lit and with a full head of steam, the good ship Croydon, with crew all in No. 1 rig, steamed full ahead to the Port of Dorking. As Croydon came alongside the senior officer welcomed a well deck and upper deck crew with 72 members on board and behind were two small craft with overflow crew of 10.

Inspected by the captain, whose duties are mainly forward, the crew of Croydon were escorted up the main gangway and as captain of the visiting ship, Shipmate J. L. Bates had the pleasure of inspecting the Dorking crew. He said: "What a ship's routine—carried out to the minute!"

Dorking branch members, their wives and friends, made the Croydon contingent very welcome and they were suitably entertained throughout the evening.

### OLDEST PRESENT

A pleasant gesture was made when Shipmate Bates was asked to find out who was the oldest lady present whose husband was a member of the

Croydon Branch, and it was ascertained that the person was Mrs. Pine, wife of the standard bearer, and she received a lovely bouquet.

In Croydon's view, Dorking has one of the finest social secretaries that the members have met and the event went off with a swing.

Croydon's advice to any branch lucky enough to be invited to Dorking is to grasp the chance. Visiting shipmates will come away satisfied.

Croydon Branch held a children's party on December 20 combined with The Queen's Royal Regiment (T.A.). It was a highly successful function and 52 children thoroughly enjoyed themselves.

The high-light for 1959 will be the branch's 21st birthday dinner at the Queen's House, Poplar Walk, and for 14s. a head the branch is putting on a dinner, dance and cabaret.

J. L. BATES

## Plans under way for Herts' 21st birthday

WHEN sixteen bells were struck at the Headquarters of the Herts branch at midnight on New Year's Eve, it commemorated the close of another successful year for the branch, and opened what will be, possibly, an even more active one. During 1958 many events were staged, including the Number 6 Area Rally. A Christmas bazaar raised a useful sum of money for Benevolence and the children's party and in this connection the branch

wish to record their thanks to the ladies who worked so hard to make the event such a success. Shipmates on the sick list were not forgotten, and they were provided with Christmas fare from branch funds.

During 1959 the branch will be celebrating its 21st birthday and plans to mark the occasion are now being made. The year promises to be a very busy one.

The No. 6 Area Rally will be held at Stevenage during June and branches in Hertfordshire have already formed a committee to arrange this event.

A social evening has been arranged at the Shire Hall, Hertford, for February 7, and visiting shipmates and their ladies are sure of a hearty welcome.

## Crook's sense of achievement

THE first year of the commission of the Crook Branch came to an end with the end of 1958 and the branch can undoubtedly think back over the year with a sense of achievement.

Crook itself is a small town with a largely mining community with the Wear Valley of Durham. Many of the ex-Service men near Crook have been members of the County Regiment, but the branch of the Royal Naval Association has managed to gather together some 40 ex-Naval men, and everyone is full of enthusiasm and desirous of making the branch a real success.

The branch was represented at the annual conference and by dint of much "scrounging" and assistance from other branches, a party attended the Reunion in London. Crook would like to take this opportunity of thanking all concerned for their invitations and assistance.

There was a Trafalgar night dance in October, at which Darlington and Durham were represented, and it was a highly successful function.

The branch diary for 1959 is already looking impressive—children's pantomime, trip to Newcastle, formation of a wives' section, a trip to Hull and a jumble sale—in fact there are notes of engagements going into October.

The prime mover in Crook affairs is that very respected president "Skipper" R. B. Robinson. His enthusiasm knows no bounds and the Crook branch feel that they are lucky to have such a man at the helm.

## New President for Havant Branch

THE Havant branch of the Friendly Union of Sailors' Wives has a new chairman. Mrs. Hardie introduced her successor, Mrs. A. B. Cole, at the January meeting. Mrs. Hardie was presented with a large flowering plant as a token of esteem and affection by the committee.

Recent activities have included a demonstration by Mrs. Briscoe, of the Singer Sewing Machine Co.; a fascinating talk and display by Mrs. Thompson, of the Flower Arrangement Society on the use of fresh and dried hedgerow items with glue, glitter and paint to make delightful festive touches; a novelty bring and buy sale at which Mrs. Weekes, Mrs. English and Mrs. Jaggard were lucky enough to win prizes, one of which was a decorated Christmas cake made by Mrs. Freer, and an absorbing dissertation by Mr. Whitcomb on mouth-watering British and foreign cheeses.

Arrangements have been made for a series of interesting and neighbourly meetings for 1959. Meetings are held at 2.15 on the third Wednesday of each month in the British Legion Hall, Havant.

## Dorking's year starts well

THE New Year has started very well at Dorking. Volunteers were forthcoming for most positions and a new chairman was elected for the next two years.

The old year ended with a very good party, Croydon Branch being the main guests (see Croydon's report concerning their visit.—Ed.).

The annual dinner took place on January 30, and the children's party will take place on February 14. That promises to be a bumper affair.

Dorking Branch has a dance booked every month and is looking forward to a really good social year. The officials of the branch wish to emphasise that shipmates, if in the area, are always welcome.—R. VINCENT.

## THANKS FOR THE CHEQUE



The president of the Portsmouth Branch (Capt. G. C. Colville, C.B.E., R.N.) handed a cheque for £20 to Lady Grantham for the King George V Fund for Sailors at the 21st annual reunion dinner. In a charming speech, Lady Grantham (wife of Admiral Sir Guy Grantham, the Commander-in-Chief Portsmouth) thanked the Portsmouth Branch for its support.—Photograph: Teclafotos, Southsea

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# Ashford's new mess gets 'congrats' from the Queen

## PROUD OF THEIR NEW BRIDGE

MEMBERS from New Romney, Gillingham, Maidstone and Chatham were among the company which witnessed the dedication of Ashford's (Kent) new mess on November 28, and among the congratulations received was a telegram from the Queen.

When Shipmate E. Bodkin, licensee of the Somerset Arms, who served in the Royal Navy for 23 years, told the Ashford branch he was to become mine host, it was decided to build a mess and one end of the room has been arranged as a ship's bridge, complete with port and starboard navigation lights, mast, at the top of which is the Ensign. Various other flags are run up when the mess is in use. The bridge was built and painted by Shipmate E. Gammon, the sign-writing was done by Shipmate Murray, lighting by Shipmate Standen and wiring by Shipmate Johnson. Other shipmates gave considerable time and work to make the mess really first class. To add the finishing touch to the bridge the branch is now looking for a ship's wheel.

At the dedication the president, Captain D. Macintyre, was "piped on board" and after a welcome from Shipmate G. A. Philpott (the branch chairman) the mainbrace was duly spliced.

The branch is to be congratulated on its new quarters and the prime movers wish to thank all who put in so much time and spared no expense in making such a success of everything. They wish to thank the ladies too for organising food and competitions which added so much to the funds.

Visitors to Ashford are assured of a warm welcome if they care to visit the new mess.

## Increase in funds in spite of heavy expenditure

THAME branch held their annual meeting on January 17 at their Headquarters, The Cross Keys, Thame, and in the absence through ill-health of the President, Mr. F. Bowden, the meeting was presided over by Shipmate "Wally" Young, chairman.

The secretary, Shipmate "Bill" Smith, reported an increase in membership of eight and although the past year had been an expensive one—the branch now has its own Standard—the financial situation was very satisfactory.

The treasurer, Shipmate Harry Parker, reported a balance of over £74, an increase of £13 10s. The money spent on purchasing and dedicating the Standard was a magnificent achievement, he said. A cheque for £10 was sent to Aylesbury Sea Cadet Corps, and one of £5 and 200 cigarettes to the Star and Garter Home.

The secretary and Shipmate Nan Taylor were thanked for their good work by the chairman. The social evening which followed was enjoyed to the full by everyone.

## Return to ship marred by tragedy

FOR a brief time at Christmas Fulmar had the pleasure of receiving some of its sea-going squadrons. Their stay was all too short and on January 13 802 and 806 Squadrons left once more for H.M.S. Eagle.

Their return to the ship was marred by tragedy, a collision occurring between two aircraft of 802 Squadron shortly after take off, as the sections were forming up. Flight Lieutenant J. A. Macpherson was killed as his aircraft plunged into the sea off Portsmouth, some 20 miles east of Lissie-mouth. The other aircraft involved managed to return safely to Lissie-mouth in spite of severe damage.



Putting the final touches to the "bridge," Shipmates L. G. Murray (vice-president), E. F. Bodkin and C. King

## Shipmates always support Darlington's functions

IT is pleasant to be able to report that all is well with the Darlington Branch, and that it is settling down to make an even better success in 1959 than was achieved in 1958.

Great efforts were made in Darlington to make certain that everyone in the branch could have a good time during the Christmas and New Year festivities, and due to the efforts of all officers and committees and to the splendid arrangements made by the Social Convenor, Shipmate Jones, and to the co-operation of the members, the efforts were crowned with considerable success.

On Christmas Eve the club was full to capacity, and sandwiches, pies, cheese and onions, etc., were much in evidence. There were balloon bursting contests for the ladies, and it was not always the heaviest ones who were the winners. The men had a knobbly knees' competition and it was quite plain that some of our greatest film stars (not to mention any names) would have quite a job to measure up to some of the designs portrayed on the knees. There were various other items on the agenda that made the evening enjoyable to everyone whatever their tastes.

New Year's Eve saw a packed club, and similar attractions were put on, including sing-songs.

### SANTA ON THE MESS DECK

The children's party was held on January 17, and over 100 children were entertained. Father Christmas, in the person of Shipmate J. Burn, was on the "mess deck" and every child had a gift. This is a special effort arranged by Mrs. V. Pemberton and the ladies' section, and all must be congratulated on the success of their labours. Fathers were, of course, in action, organising games and keeping the children under control, but it is debatable who were the more tired at the end—the children or the fathers.

Another special effort by the branch was to decorate the bar, and now arrangements are in hand for better and brighter seating accommodation in the room.

The annual dinner is to take place at the Imperial Hotel, Darlington, on March 13. Darlington was favoured during 1958 by many visits by other

branches, and by shipmates who had occasion to be "up north," and it is the hope of the branch that there will be more visits during the coming year. The club premises are open Thursday, Friday, Saturday and Sunday evenings, and Saturday and Sunday lunch-times. Wednesday night is ladies' night and any R.N.A. members' wives are most welcome. The premises are only 20 to 30 yards from the railway station, so they are not hard to find.

E. AKERS

## Details for No. 1 area conference being worked out

AS is already well known, No. 1 Area is host to the delegates to the 1959 Annual Conference. What is not so well known is the fact that the Area Social Committee is already formulating plans to ensure that Conference Day will be one of happy memories for shipmates from all parts of the country.

On Saturday, February 28, at the 56 Div. (R.A.S.C.) Hall at the Duke of York's Headquarters, King's Road, Chelsea, S.W.3, the No. 1 Area Social Committee is promoting a "Tramps Evening-cum-Fancy Dress Ball" from 7.30 to 11.30.

There will be valuable, really valuable, prizes apart from the usual raffle and spots.

If anyone feels a bit self-conscious about walking through the streets with the nether regions of his attire slightly disfigured or in some particularly wispish piece of fancy dress, he (or she) need not worry; there is ample room for changing on the premises, for all sexes. Again, if anyone should feel that he or she cannot come for lack of fancy dress—likewise, do not worry; turn up just the same. It is not given to everyone to look like a fool; some are just built that way.

It is hoped that the support for this effort will break all past records. It is of paramount importance that all

Some of the branch officers at the opening of Ashford's (Kent) new mess. Shipmates L. G. Murray (vice-president), G. A. Philpott (chairman), Capt. D. Macintyre, D.S.O., D.S.C., R.N. (president), Canon N. G. M. Sharpe (branch chaplain) and Cdr. Aikman (vice-president)

## Hard core keeps Burnley on an even keel

WITH the efforts of a hard core of loyal shipmates the Burnley branch is managing to keep the "ship" on an even keel. At times this hard core feels that its efforts are not appreciated and it would welcome a little more interest, more attendances at meetings and so on.

The branch has now returned to its old base—the Crown Hotel, Bridge Street, Burnley—and there has been an improvement in numbers.

The children's party was held on January 3. It was a splendid effort—games, musical entertainment, ices, pop and "big cats," and each child received a gift from Father Christmas. The ladies provided so much food that after the children had satisfied themselves, the members were able to enjoy a good meal too.

The annual dinner has taken place and more social events are promised for the near future.

Shipmates who are in the vicinity on the first and third Thursdays are always welcome.

A Maltese fishing boat picked up in its nets a 1920 torpedo. It was removed by Royal Navy frogmen and subsequently exploded in deep water off Valetta.

## Jubilee dinner expression of comradeship

PURLEY and District Branch completed its Silver Jubilee Year with a very successful dinner at the Rose and Crown, Kenley, on December 6. Cdr. J. S. Kerans, D.S.O., R.N., who will be remembered for the Amethyst exploit, and Mrs. Kerans, were among the guests, and another who attended was the chairman of No. 2 area, Shipmate W. H. Gower. Toasts after dinner were announced by the bos'n's call, and honoured in true naval fashion. Cdr. J. Lees, O.B.E., R.N.V.R., president of the branch, proposed the loyal toast; Shipmate Arthur Diprose, branch chairman, the Royal Naval Association; Shipmate "Phil" Lish, the Purley and District branch; and the branch vice-chairman, Shipmate "Jolly" Jenkins, proposed the toast to the guests.

Cdr. Kerans replied for the guests, saying he felt honoured to be connected with the Association, and he congratulated those responsible for the success of the dinner. He stressed the fact that there were many ex-officers and men in Purley and District who could belong to the Royal Naval Association, which had as its objects the preservation and extension of that spirit of good comradeship, loyalty to the Crown and the relief of distress among ex-naval people.

The evening concluded with an excellent entertainment, thus emphasising another aim of the Association—the promotion of social and fraternal spirit among the members.

## TV Personalities and Beauty Contest for West Ham

WEST Ham branch will hold its 21st birthday dinner and dance at the Pigeons Hotel, Romford Road, on May 23, and members and their friends are already looking forward to a grand evening. A first-class band has been engaged and TV personalities will provide the entertainment. There is also to be a beauty contest.

The branch is hoping shortly to move into its own premises where better facilities than exist in the present headquarters at the Cedar Hall, Portway, will be available.

Shipmates and West "Hammers" serving away are assured of a warm welcome any Friday evening. — (E. SMITH.)

H.M.S. Sheraton, a coastal mine-sweeper of the "Ton" Class was commissioned at Portsmouth on January 27. Vice-Admiral M. K. Edden, the Admiral Commanding Reserves, attended the commissioning service. The "sweeper" will be employed for reservist training, using H.M.S. Vernon as her permanent base.

branches in No. 1 Area attend in strength. No. 1 Area also looks forward to welcoming anyone who might be in town or contemplates making the journey that particular evening. The hall is just three minutes' walk from Sloane Square and lies directly behind the R.N.A. Headquarters Club. Admission will be 3s. 6d. (or 6s. 6d. double if ticket purchased beforehand).

The proceeds of this dance will be

devoted to entertaining the Conference delegates, their wives and friends after the day's business has been attended to. Some details of what is planned will be published in the March edition of NAVY NEWS, so everybody, and delegates in particular, make sure of a copy when, as the agony columns have it, "you will hear of something to your advantage."

E. J. SMITH

## Belfast shipmates recognised at last

FOR the first time, one of H.M. ships visiting the port, invited shipmates of the Belfast Branch of the Association to a "private view." Shipmates have often said that H.M. ships visiting Belfast seemed unaware of the existence of the R.N.A.

Captain J. H. Adams (Capt. SM.3) has altered that; and Belfast shipmates wish to express their deep appreciation and thanks to Captain SM.3, and the Commanding Officers of H.M. Submarines Artemis, Seraph, Taciturn and Tiptoe for the facilities afforded to members of the branch.

What has pleased the branch even more is that Captain Adams found time—when he had so many calls to

make—to visit our headquarters at 55A Great Victoria Street. Another precedent was the invitation to the chairman and his wife to attend the cocktail party held on board H.M.S. Adamant. All this has aroused tremendous enthusiasm in the branch, and following the support and co-operation afforded by successive Senior Naval Officers in Northern Ireland, and that of the Ulster Division, R.N.R., makes shipmates feel they belong to a brotherhood that does not cease when they leave the Service.

It is hoped that publication of photographs taken during the visit will keep the R.N.A. in the public eye, and stimulate recruiting.

Adamant is warmly thanked for giving such a boost to branch morale and for such a memorable week-end.



# GOAL HUNGRY LEE WINS AIR COMMAND SOCCER CUP

Ariel never gave up trying

R.N.A.S. LEE, 6; H.M.S. ARIEL, 0

THE Air Command Challenge Cup Final, between R.N. Air Station Lee-on-Solent and H.M.S. Ariel was played before a large and enthusiastic crowd at Privett Park, Gosport, on December 3. The "Cup Final" atmosphere was not lacking amongst the supporters who, armed with rattles and bells, had turned out in force to see and cheer their teams to victory.

Lee kicked off and made straight for the Ariel goal, but their attacks were quickly broken up. Both teams took a little time to settle down, but it was Lee who opened the scoring after 10 minutes; a low corner kick taken by Morgan found the head of Murray who neatly turned the ball past Laverty, the Ariel goalkeeper. Lee were now putting on the pressure and, but for some grand saves by Laverty who stopped three successive shots on the goal line, would surely have been further ahead. Nothing could stop the Lee boys now and, playing good, constructive football, they soon went further ahead with three goals in as many minutes. Number two came after a good run down the wing by Goodwin who squared the ball back to Heath, who quickly put it into the net; one minute later Morgan hit the ball hard and goalwards; the swerving ball completely foxed Laverty to make it three nil. A solo effort by the same player seconds later put Lee four goals ahead.



The H.A.C. winning team: Back row: L.R.E.M. Gilholme, Shpt. Weightman, A.A.2 Hughes, P.O. Boyes, E.M. Widdowfield, N.A. Millard, Front row: N.A. Morgan, A.A.2 Goodwin, P.O. Welch, N.A. Murray, A.A.2 Heath

Any Ariel raids were quickly broken up by the Lee defence, but in the 40th minute Ariel did manage to get the ball in the net only for Turner, the outside left, to be ruled offside.

## PICTURE-BOOK GOAL

The second half opened quietly, but with Lee still hungry for goals, after missed chances by both Boyes and Murray, came the best goal of the match as Goodwin neatly flicked the ball over the head of the full-back, collected it, and crashed it past the helpless Laverty: a picture-book goal.

With 15 minutes to go Heath (Lee) completed the scoring with a hard, well-placed shot from a pass by Boyes.

P.O. Welch, the Lee captain, who had played an outstanding game at right half, received the Air Command Cup from Vice-Admiral Sir Walter Couchman, the Flag Officer Air (Home).

## Lee's surprise win at basketball

ALL the preliminary games in this competition were very close. Arbroath, Abbotsinch, Lee-on-Solent and Yeovilton are now in the semi-finals.

The big surprise of the first round was Ariel's defeat by Lee-on-Solent. Ariel has some well-known players, and Lee-on-Solent only just managed to get the winning two points in the closing minutes of the game. The final score was 37-36. However, Ariel's stars will be considered with players from all other stations when the Air Command team is selected for the Inter-Command Competition, which is being held at R.N. Barracks, Chatham, on March 3 and 4.

## More preparation required by Home Air Command team

AT first glance it would appear that this year's Air Command Hockey Week has been disastrous, but in fact this was far from true. The standard of play was high and the results of most of the matches in doubt until the final whistle. It is probably true to say that the Air Command had many more opportunities to score than their opponents, but lacked the ability to push the ball into the net. L. A. Taylor (Culdrose) was the only forward to show consistent form throughout the week, scoring the majority of the Air Command goals. Lieut.-Cdr. Harper (Lee) strengthened the team on the only two occasions he was able to play, rallying the side with two perfect goals from narrow angles each time after a long solo run, when the Air Command's fortune had been at its lowest. C.P.O. Smith (Ariel) found his form on the last afternoon, scoring twice against the Royal Artillery.

The most significant lesson to be learnt from this year's games is that more team practice and preparation are required. As an object lesson, five goals were scored against us directly from short corners, whereas the Command team scored none with almost twice as many opportunities.

Lieut.-Cdr. Harper (Lee) will be relieving Lieut.-Cdr. Fitzgerald (Lossiemouth) as hon. secretary this year when the latter leaves the Command to join the Admiralty.

Results: v. Bournemouth H.C., no play; Hampshire "A", 0-0; Sussex "A", 1-2; Havant H.C., 2-3; Dorset "A", 2-5; Portsmouth Command, 3-4; Royal Artillery, 3-5.

## ROYAL NAVY APPRENTICES TO THE RESCUE

APPRENTICES of H.M.S. Caledonia's Mountain Club, a voluntary week-end organisation, rescued an injured climber 1,500 feet up on the snow-covered slopes of An t-Sion in Glencoe soon after 9 p.m. on Saturday, January 10. Two hours earlier the climber's companion, Francis Hardman (19), of Bradford, had stumbled into the Claghair Hotel and told the apprentices' leader, Instructor Lieutenant Mills, his story.

Lieutenant Mills took with him Apprentices Johnson and Morgan and started up the mountain, a stretcher party consisting of Apprentices Cox, Fairbairn and Beazley following on.

The injured youth, Vincent Kneafey (17), of Huddersfield, who must have fallen some 500 feet and had landed in deep snow, was able to guide the searchers to him with his shouts, and by 10.30 p.m. the long descent was started in bitterly cold weather and over treacherous ice and snow.

Apprentice Fairbairn was sent ahead to summon an ambulance, and by 2 a.m. on Sunday Kneafey was safely in hospital, where his condition was later stated to be "fairly comfortable."

The Caledonia team, none of whom had any previous experience of mountain rescue, were congratulated by the local police on the speed and efficiency of the operation.

## Experience tells in Bambara Trophy Final



The magnificent Bambara Trophy for rugby football was won by R.N. Air Station, Yeovilton, and as this picture shows, the winning team were extremely pleased with their win

## Germans to train in N. Ireland

THE anti-submarine squadron of the German Federal Navy's Air Arm which was commissioned at the Royal Naval Air Station at Eglinton, near Londonderry, last May, is returning there to carry out armament training as part of the Royal Navy's policy of co-operating with the navies of its N.A.T.O. allies. Equipped with British built Fairey Gannet aircraft, it is commanded by Korvetten-kapitan P. Kriebel.

The squadron, comprising 10 aircraft, 18 officers and 80 ratings, is moving to Eglinton from Schleswig airfield which is the main base of the German Navy's Air Arm. Non-flying personnel are travelling in Dakota aircraft of the German Air Force.

The unit will spend three to four weeks in Ulster during which time they will undertake training on the range at Minearney on Loch Foyle. In May, it was one of the first two squadrons of the German Navy to be formed since the war. The other was the multi-purpose squadron which was commissioned at the R.N. Air Station at Lossiemouth.

ON a chilly but bright December afternoon R.N.A.S. Arbroath and R.N.A.S. Yeovilton met in the final match of the Bambara Trophy Rugby Competition, which was played at Arbroath.

Yeovilton were soon given a chance of going ahead when they were awarded a penalty wide out, but C.A.A. O'Flaherty was just wide with the kick. Within a few minutes, however, they did get the first score. Scrum half P.O. Greenslade made a break on the blind side following a scrum 10 yards out, and passed to Lieut. West, who scored. Again O'Flaherty was just out with his kick.

Arbroath were given two opportunities in quick succession to level the score when they were awarded penalty kicks on the 25-yard line about 15 and then 20 yards from touch. With both of these C.P.O. Arnold failed to get near. Although Yeovilton gained more of the ball in the tight, Arbroath's forwards were able to rush it upfield in the loose but both sides seemed reluctant to trust their backs. Consequently, although ground was gained, a score did not seem likely.

Yeovilton went further ahead when they were awarded a penalty which was kicked by O'Flaherty. Towards the end of the first half, on one of the few occasions that the Arbroath

threequarters ran with the ball, one of their centres was tackled just before he received the ball and Arbroath were awarded a penalty right in front of the Yeovilton posts. But this was not Arnold's afternoon for place-kicking. His sliced kick hit one of the uprights and rebounded into play, Yeovilton clearing to touch.

With the score at 6-0 to Yeovilton, the teams changed over and play settled down into its former rather uninteresting pattern, relieved only by the fielding and kicking of the Arbroath full-back and captain—Arnold—who had a very good game except for his attempts at goal-kicking. Arbroath reduced the lead in the 30th minute when Arnold successfully kicked a penalty and then tried very hard to get an equaliser but without coming very near to doing so. Yeovilton continued to keep out of danger and ended up the winners of the trophy, and, on the whole, deserved to do so because of their greater experience.

This final match—not without its excitements—was witnessed by a large crowd. After the match, both teams were presented to the Flag Officer, Air (Home)—Vice-Admiral Sir Walter Couchman, K.C.B., C.V.O., D.S.O., O.B.E., who then presented the trophy to P.O. Greenslade.

## More R.N.A. News

### ENJOYABLE PARTIES AT PEMBROKE DOCK

THE Pembroke Dock branch held its annual children's party on January 3 in St. Andrew's schoolroom which had been gaily decorated for the occasion. The ladies of the branch provided the grand tea which was enjoyed by the youngsters.

Games were organised by Mrs. Lloyd and Mrs. John, and Mrs. I. James, as usual, provided music for the occasion. Shipmate "Joe" Blunt, Father Christmas, was assisted by several other shipmates in distributing the many presents. Shipmate secretary Harry McNaughton was also present.

Once again the children were entertained by "Goldine," a clever young student on holiday from his college, and who has now been made a member of the Cardiff Magic Circle.

The same evening the branch held a party at their headquarters, the White Hart Hotel. In the cosy atmosphere of the Headquarters, the hostess, Mrs. Woolnough, and her husband, the licensee, were kept very busy. Among those present were the President, Shipmate Hayes, and Mrs. Hayes, and Alderman George Burton, Shipmate McNaughton, Shipmate Maidlow, the branch chairman and the branch treasurer, Shipmate Best. Refreshments were supplied by the lady members.

With more magic from "Goldine," "surprise" gifts from the entertainment group of Shipmate Lloyd, Furlong and Blunt, and with local artistes, the evening was an outstanding success. Among those who delighted the audience was Mr. Claude Tozer, Mr. Gwynne John, and Alderman George Burton sang that well-known ballad of the First World War, "The Great Red Dawn." Shipmate George Maidlow did justice to "Little Grey Home in the West."

At the piano was the branch pianist, Mrs. Ivy James, and she was accompanied by Mr. Dewhurst on the drums.

### NEWCASTLE'S SHIPMATES DIG DOWN DEEP

THE funds of the Newcastle and Gateshead Branch were boosted by over £35 over Christmas, mainly by the hard work of Shipmate Clasper, the vice-chairman, but supported so admirably by the shipmates who, succumbing to his blandishments, put their hands deep in their pockets.

Shipmate Coe ran a highly enjoyable New Year's party, and those who attended did not fail to voice their appreciation. Shipmate Turtle took along enough sandwiches for half a ship's company—nay, a whole ship's company.

The 10th annual dinner is being held at the Liberal Club, Northumberland Street, Newcastle, on March 14. This is a Saturday and the organisers, who have managed to keep the price of tickets down to 12s. 6d. each, are hoping that all "Geordies" will support the branch. Entertainment is included in the price of the ticket.

### Hounslow to go into dry dock

HOUNSLOW Branch is trying to get back to normal after the festive season, but it is a little difficult as the branch is "under orders to proceed into dry dock," the headquarters needing a complete overhaul. It is therefore necessary to curtail some of the social activities and darts matches for the time being.

Shipmates affected are informed that the Annual General Meeting which was to have taken place on February 13, has been postponed until March 13.

The Christmas Party held on January 2 was a great success and among the visitors were Shipmate Bates and Mrs. Bates, Shipmate Woonton and Mrs. Woonton, Shipmate Nicholls and Mrs. Nicholls and that great writer of submarine thrillers, Shipmate Glazebrook.

Members of the Hounslow Branch are intending to be present at the No. 1 Area Fancy Dress Ball on February 28, and, with memories of the last dance, are looking forward with keen anticipation to a good evening.

TOM HAWES



## In Memoriam

Reginald Charles Euridge, Sergeant, RM11452. R.M. Infantry Training Centre. Died December 23, 1958.

Ronald John Walker, Steward, P/L962422. H.M.S. Victorious. Died December 25, 1958.

Lieut.-Cdr. Edward John Seaborn, Royal Navy. H.M.S. Drake. Died December 27, 1958.

Jack Edwin Foster, Petty Officer Engineering Mechanic, D/KX771167. H.M.S. Barnastel. Died January 5, 1959.

James Needham, Leading Electrical Mechanic, P/M927517. H.M.S. Tyne. Died January 4, 1959.

Roy Allen Kerbey, Chief Electrical Artificer, P/MX645748. H.M.S. Dolphin. Died January 9, 1959.

John Mervyn Collins, Steward, C/SI940223. H.M.S. Adamant. Died January 10, 1959.

Ian Morris Whincup, Artificer Apprentice, M977940. H.M.S. Figgard. Died January 20, 1959.

## We will remember them

Shipmate J. Wilson, ex-sergeant-major, R.M. Member of Gainsborough Branch.

Shipmate Richard W. R. Hayward. Member of Eastleigh Branch.

## Volunteering for Local Foreign Service

IN the November issue of "Navy News," notes for those wishing to volunteer for Local Foreign Service were given.

We have been asked to point out that an application to volunteer for Local Foreign Service will stand until cancelled by the applicant or until he receives a Local Foreign Service draft, but it is wise to repeat the application after about two years if not selected by then.

## Advancements

CONFIRMATION has been received that the following have been advanced to Chief Petty Officer and Chief Artificer rate:

To Chief Petty Officer: IN 142475 T. Tidby.

To Chief Petty Officer Steward: LX 21406 J. Lowey, LX 23080 R. Woodward.

To Chief Petty Officer Cook (S): MX 81914 E. Jarvis.

To Chief Shipwright Artificer: MX 801479 B. Allen, MX 510300 T. Osborne.

To Chief Joiner: MX 649885 W. Evans.

To Chief Engine Room Artificer: MX 569341 C. Jones, MX 766869 H. Smith.

To Chief Engineering Mechanic: KX 105377 A. Keene, KX 85191 T. Richardson.

To Chief Electrician: MX 842199 O. Alderson, MX 759678 H. Purves.

To Chief Wren Regulating: 81838 L. M. Black.

To Acting Chief Aircraft Artificer: B. S. Nicholls, L/FX 87916, A.A.2; G. H. W. Wilkins, L/FX 82665, A.A.1; T. G. E. A. Lang, L/FX 669070, A.A.2; P. R. Richardson, L/FX 100240, A.A.2.

To Chief Air Fitter (A): W. R. Alvey, L/FX 78132, P.O.A.F.(A); R. V. Hooper, L/FX 789699, P.O.A.F.(A).

To Chief Air Fitter (AE): R. W. V. Haken, L/FX 820939, P.O.A.F.(AE).

To Chief Air Fitter (O): R. J. Bates, L/FX 113863, P.O.A.F.(O).

To Chief Airman (SEI): E. R. Jacques, L/FX 670888, P.O.A.F.(SEI).

To Acting Chief Electrical Artificer (Air): J. D. Mitchard, L/F 963624, E.A.(Air)2.

To Chief Electrician (Air): I. H. Westwood, L/FX 788797, P.O.El. (Air).

To Acting Chief Radio Electrical Artificer (Air): J. R. Severs, L/FX 855576, R.E.A.(Air)3; D. J. Peet, L/FX 855783, R.E.A.(Air)3.

To Chief Radio Electrical Artificer (Air): I. Gallie, FX 861782, P.O.R.El. (Air).

To Acting Chief Aircraft Mechanician: D. L. Franks, FX 588897, A.M.I. H. Growcott, FX 882025, A.M.I. B. G. Clark, FX 817024, A.M.I.

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## Keep fit training produces champion

ONE who has come to the fore in road racing this season is Able Seaman McHale (21), who was born in Kirkstall, Leeds.

He first became interested in running in 1956 but a draft to the Far East in H.M.S. Cockade allowed few opportunities for training.

On returning in February last year, as a member of the Royal Navy Athletic Club (South) he got down to some serious training, winning the three miles in a three-cornered match.

## SPORTSMAN OF THE MONTH



Able Seaman J. McHale, now serving in R.N. Barracks, Portsmouth

and the two miles against the Metropolitan Police at Imber Court.

In order to keep fit he then took up cross-country running with some success, coming in equal first in the Isle of Wight, winning the Command race and then the South of Thames Junior—the first time this feat has been accomplished by a junior from the Royal Navy for a considerable number of years.

Able Seaman McHale is a second claim member of Bromley and District Harriers, and when representing this club was in the winning team in the Yorkshire run and was third home in the English championships.

## Royal Navy boxers draw with Somerset

The following are the individual results of the match against the Somerset Division held at Bath on January 21:

Light Middle-weight: A.B. Skidmore lost to Plenty, R.S.B. 3rd. Mnc. King lost to Strawbridge, points.

Middleweight: S.A. Keogh lost to Lee, points.

Heavy-weight: Somerset given a walk-over due to late withdrawal of Royal Navy representative.

The team match resulted in a draw of six bouts each.

## Royal Navy share points with London Fencing Club

In a match against the London Fencing Club on January 21 the Royal Navy shared the points, losing the Sabre 3-6 and winning the Foil 6-3. In a non-scoring épée match, London won 6-3.

The following represented the Royal Navy, Foil: Lieut. Ashmore (Fisgard), C./Sgt. Holland (R.N.C., Greenwich), C./Sgt. Martin (R.M., Deal). Épée: P.O. Tedder (St. Vincent), Lieut. Filmer (Vernon), Lieut. Priddle (P.T. School). Sabre: P.O. Tedder (St. Vincent), Lieut. Ashmore (Fisgard), O.S. Rayden (Leopard).

C.P.O. Writer A. E. Cuddon, the lower deck representative for the Portsmouth Command at the London Headquarters of N.A.A.F.I., has informed NAVY NEWS that his address is 9A Whitwell Road, Southsea.

## ANNUAL CROSS-COUNTRY RACE AT ARBROATH

APART from indoor games and those connected with snow and ice, only the cross-country events have been held during the past fortnight.

With the advent of the junior ratings under training who were formerly at H.M.S. Gamecock, Bramcote, near Nuneaton, all activities at H.M.S. Condor have been stepped up to embrace the larger numbers now participating. This was clearly shown by the annual cross-country race held recently. In addition to the three Apprentices' Divisions, four divisions from the junior rates under training entered teams and there were also individual entries. A large field assembled for the start. After Capt. G. W. Tanner, Commanding Officer, H.M.S. Condor, had given the signal for the start, it seemed as if the whole of Condor's personnel was about to stage a mass exit at the double.

The first three home were naval air-men. The apprentices in the watching crowd grew a little apprehensive lest their champions should be placed in the also-ran category, but the fourth

home, only a matter of seconds behind the winners, was an apprentice.

When the last man had clocked in it was found that one of the Apprentices' Divisions, "Blake," had won both the Open Cup for Cross-Country Racing and the Apprentices' and Junior Rating Under-Training Cup. Much applause greeted Apprentice Wilkinson when he was presented with two cups by Capt. Tanner, who also presented the individual medals.

The results were: 1. N.A.M. Wilson, "Vixen," time 24 min. 12 sec.; 2. N.A.M. Tobin, "Wessex," 24 min. 13 sec.; 3. N.A.M. Wilson, "Wessex," 24 min. 16 sec. Divisional placings: "Blake," 93; "Wessex," 97; "Collingwood," 116; "Exmouth," 135; "Scimitar," 136; "Vixen," 143; "Gannet," 212. The Apprentices' Divisions are "Blake," "Exmouth" and "Collingwood."

In the shooting world it is interesting to note that in the Home Air Command League Competition, H.M.S. Condor was placed fifth out of 11 teams, having won five matches and lost four. S./Ldr. Ford, of the F.O.R.A. staff, was the runner-up in the "Jewel" Individual Contest, scoring 597 out of a possible 600. In the Angus and Mearns "C" Division the Condor .22 rifle team are unbeaten.

## Interest in 'Dog Watch' activities

VICTORY continues to play a leading part in the sporting affairs of the Portsmouth Command. Now that centralised drafting is in full swing, the barracks' population mainly consists of accommodated ships' companies supplemented by a small standing complement and a very unpredictable float. Achieving any sort of continuity with our teams is well nigh impossible.

In the world of soccer, "Lady Luck" and "Madam Draftie" have been on the side of the opposition from the word "Go." Navy and Command matches have taken their toll of our star performers. The first half of the 1958 season has been rather a sad time for the Victory XI. It is now lying third (from bottom) of the U.S. Division I table.

Particularly consistent is the crop of injuries and pressure of work on the

days that the best rugby XV's are required. Their record so far could hardly be called impressive—39 for and 106 against—in seven games. Spirit has not been lacking and the enthusiasm with which players have filled the gaps at the last moment has been truly remarkable.

On December 4 the hockey team met the Royal Marines in the second round of the Navy Hockey Cup. The match was keenly contested, and some thought the barracks were unlucky to lose by the odd goal. Thus disappear our hopes of further participation in this competition.

Victory's biggest success was winning the Command autumn senior cross-country race after a lapse of three years. Led by Sub-Lieutenant Pape, the team put up a first-class performance and it is hoped to repeat this success at the spring meeting on February 24.

Great interest has been shown in the Autumn Term indoor games programme. Volley ball and deck hockey have been played with much enthusiasm—it is too early to say who will get the cup. It is interesting to note that there are over 30 forms of dog watch activities organised in the Royal Naval Barracks during the winter

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